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WEEKEND PROJECT: Finish a Hetzer tank

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Page 62

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See FSM's "super review" of the new Trumpeter 1/32 scale Me 262, page 26

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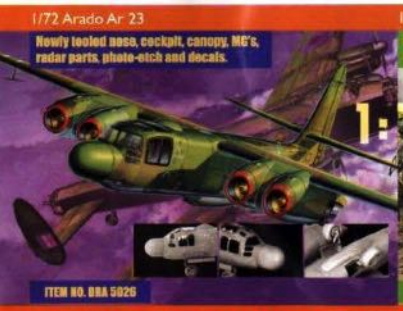

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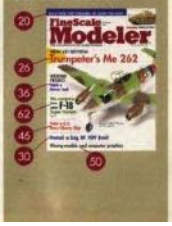

Editor's Page

Web site update: This one's for you, subscribers!

We've listened for many years to loyal subscribers who say they feel penalized compared to new buyers who get subscriptions to *FineScale Modeler* at introductory discounts. Although the idea of discounting to introduce new consumers to a product is not unique to the magazine business, we have long wanted to show our appreciation for our most-loyal readers.

So for all of you faithful supporters, this one's for you: On the newly updated FSM web site debuting in early November, we're making the most-popular content from the magazine – including "Workbench Reviews" – available only to our subscribers (and temporarily to newsstand buyers). What's more, we're releasing "Reviews" on the web early for subscribers before anyone else gets them, even in print.

The updated site will have a brand-new feature available only to our loyal readers. Subscribers and newsstand buyers will be able to search FSM's database of modeling products. We've kept a record of every product that's been sent to us for inclusion in "New Products" and "Workbench Reviews" since 1998. More than 7,000 items are listed there. Are you wondering if anyone ever made a Fairey Fruitbat Mk. II? Search our "New Products" database; the Fruitbat may not still be available at retail, but at least you would know who made it, exactly what it's called, and perhaps its product number, so you can look for it at swap meets and online auction sites.

Do these changes mean you can't have access to "Workbench Reviews" on the web if you don't buy the magazine? In a word, yes. As the saying goes, "If it sounds too good to be true, it probably is." And the idea that publishers will indefinitely publish the best material from their magazine pages for free on the web couldn't last forever.

Be the first kid on the block to get Workbench Reviews!

Mind you, the FSM web site will continue to have plenty of free attractions. All readers will still be able to participate on the main forum. You'll still see free galleries of photos from shows and from other readers. We'll still post helpful tips and "FAQs" there. You'll find resources such as hobby-shop directories and the FSM index.

But "Workbench Reviews" and the archive of past reviews, as well as Online Extra articles and extra photos and text from articles printed in the magazine will be available only to those who are paying for FSM.

These changes to our web site will be activated in early November, and in order to implement them, everyone will need to re-register on the site. Re-registration simply enters your name in the business software that gives you access to FSM when you subscribe or buy an issue of the magazine. Another benefit of re-registration is much-better management of your account. For example, you can see how many issues remain on your subscription, how to change your address, and how to direct a customer-service question.

For subscribers, you'll get access as soon as you register. If you buy the magazine issue-by-issue, you'll go to the web site and enter a special code that's printed in each copy you purchase, beginning with this issue. Access will be granted for about 90 days to accommodate our international readers who may not get the magazine for several weeks after FSM hits the newsstands here.

And to our long-time subscribers and newsstand buyers: Thank you. I hope this can be the first of many benefits we can pass along for supporting *FineScale Modeler* over the years.

Mark Thompson

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GENERAL

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SCALE TALK

Let us know what you think! Comments, suggestions, corrections, and additional information on FSM articles are welcome. E-mail should be sent to editor@finescale.com. Letters for publication should be clearly marked "To the Editor" on the envelope and the letter, typed or hand-printed. Write to FSM at the address at left under "General." All comments for Scale Talk should be no more than 300 words long. Please remember to tell us your hometown or location. If possible, include an informal snapshot of yourself.

READER GALLERY

Show off your handiwork! Send original slides, prints, or high-quality digital images along with complete caption information to Reader Gallery at the address at left under "General." Photographs are paid for upon publication; please be sure to provide your Social Security number. FSM obtains all publication rights (including electronic rights) to the images upon payment. Unused photographs are returned only if you provide sufficient postage and packing materials.

QUESTIONS & ANSWERS

Got a modeling problem? Q&A is here to help. Send your questions to Questions & Answers at the address at left under "General." Or e-mail your question to questions@finescale.com. We are unable to conduct research such as answering questions on markings and unit histories. We publish letters of general interest; the volume of mail prevents us from answering every question in the magazine. Please include your name, address, and a daytime phone number. You may get faster answers to general modeling questions by checking out "Hobby FAQ" at www.finescale.com.

READER TIPS

Would you like to share an idea about a tool or technique and make a few dollars too? Send a brief description along with a photograph or sketch to Reader Tips at the address at left under "General." Please enclose a stamped, self-addressed envelope for the return of photos. Or e-mail your tip to tips@finescale.com. Tips are paid for upon publication; be sure to include your Social Security number. FSM obtains all publication rights (including electronic rights) to the text and images upon payment.

COMING EVENTS

Notices of modeling contests, exhibits, and swap meets are published at no charge. Information must be in our offices four months before your event takes place. For an expanded list of shows and contests check our web page at www.finescale.com. Send information to Coming Events at the address at left under "general."

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Scale Talk | Your Voice in *FSM*

Get the lead out

I am a WWII vet – sailed on rescue tugs and tankers in the north and south Atlantic, as well as "The Med," from 1942-1946.

I have just built Trumpeter's Liberty Ship – fantastic model, fantastic kit. It brought back a whole sea bag full of memories.

I have one request: Please use your influence to get Trumpeter to make us a T-2 tanker and an ocean-going rescue tug kit, same scale as the Liberty Ship.

Also ask them to get the lead out as I don't have a whole heck of a lot of years left. Thank you.

– Dennis A. Kavanagh
Lorwood, Penn.

Busy B

My profound thanks for Pat Hawkey's Phantom article in the July issue. It was just what I needed to get busy on my own F-4B. I used the ancient ESCI "J" kit for the engraved panel lines and pretty much followed his lead (*sans* the aftermarket parts) to accomplish something that I had wanted to do for a long time.

I turned 71 Labor Day weekend, and the time I spent over the last two months to finish a replica of my favorite "bird" was well spent. I am happy with the result. Best of all, it looks great in my display case next to my Monogram F-4J.

– Bill Mitchell
Dublin, Ga.

Do it yourself

I agree totally with Mr. William Cook of Palmerston North in New Zealand (Scale Talk, September 2005 FSM). All the details that I need to add on my kits (in 1/72 or 1/48 scales) are scratchbuilt.

Some methods adopted by manufacturers to add details on their kits were not new at all for me, for example the dials on instrument panels made with films.

For a very long time (I'm 61!) I used to make these dials with thin (about .010") transparent plastic that I painted black on one side. With the help of the instrument panel itself, which I cut from a sheet of plastic (.010" too) and have pierced the location of the different dials, I engrave the digits and needles of the dials through the black paint.

Then I paint the back side white so the inscriptions of the dials can be seen through the unpainted and glass-like gloss side of the transparent plastic. The two parts are then glued with a clear varnish and mounted at the right place in the cockpit.

This is the means I used to "improve" my old Lindberg kits and more-recent kits having no instrument panel. To add lots of scratchbuilt details such as handles and wires on a kit is not a difficult task. Time is the secret to the success.

– Jean-Claude Mermet
France

The other half

Kudos to you and Joseph Guilmartin for the Victory in the Pacific article in the September issue. I know some folks don't care for these history lessons, but I think they're great.

We keep harping on the fact that young people aren't entering the hobby at the rate we would like them to, but why should they build a B-25 if they don't know anything about it? Learning about the real thing is half the process of modeling, or was when I was younger anyway.

– Steven V. Smith
North Dartmouth, Mass.

The way we were

While growing up in the 1950s, I could buy a model-car kit at any variety store. The kits would sell for $1.49 (AMT 3 'n 1 or JoHan). A "Trophy Series" kit would sell for $3, which was considered a lot of money for a child to spend on a plastic model. Primary-color paints in the ½-oz. square bottles were 15¢. I was happy just to glue the model kit together and hope that the decals were straight. That was how I learned.

The costs for constructing plastic kits have soared. No longer can you buy a Monogram 1/48 scale kit of the Spitfire Mk.IX for $3. I have reservations and budget constraints that won't allow me to spend $20 and above for a very detailed 1/48 scale airplane kit for my son, who is 10. Also if this is his early learning experience, mistakes will be made. I would think twice in throwing out an expensive kit, if it came to that.

Detailing seems to be for the "older" modeler. Today, I don't think that children need to be weighed down with accurate detailing, although I could be wrong. My son and I have built some snap-together kits, but not as many kits as I had made when I was his age.

– Dennis A. Ruzinovich
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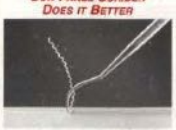
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▲ **Glider plane Segelflugzeug ASK 21,** No. 04224, $27. Look for a detailed review in a future issue of FSM; **Alouette II Attack Nord SS-11 and missiles,** No. 04478, $27.46. Both from Revell Germany.

1/32 Decal Sets

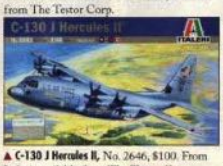
F-16C Golden State Griffins, No. 32-033, $10. From Twobobs Aviation Graphics.

▲ **The Baron's Tripes Fokker Dr. I Part 1,** No. CED32066, $13.99; **Fokker Dr. I Part 2,** No. CED32067, $9.99. From Meteor Productions.

1/48 Scale Kits

Spitfire Mk.XVIe, No. 2646, $31.50 . Ex-Occidental. Look for a detailed review in an upcoming issue of FSM. From Italeri, available from The Testor Corp.

▲ **TBF/TBM 1 Avenger,** No. 2644, $35. Ex-Accurate Miniatures. From Italeri, available from The Testor Corp.



▲ **C-130 J Hercules II,** No. 2646, $100. From Italeri, available from The Testor Corp.

1/48 Decal Sets

F-14B Last of the Tomcats 1, No. 48-096; **F-14B Last of the Tomcats 2,** No. 48-097; **F-16C Golden State Griffins,** No. 48-098, $10 each. From Twobobs Aviation Graphics.

◀ **F-117A Bandits,** No. 48-099; **F-14A/B Colorful Cats,** No. 48-100; **F-14B/D Last of the Tomcats 3,** No. 48-101, $10 each. From Twobobs Aviation Graphics.

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1/72 Scale Kits

P-38J Lightning "European Theater," No. 12405. Contact your local dealer for price information. From Academy, available from Model Rectifier Corporation.

▲ **Jaguar T.2,** No. 1251, $19; **He 111Z-1 Zwilling,** No. 1119, $59; **Ju 87D-5 Stuka,** No. 1070, $18; **Merlin HMA.1,** No. 1248, $23; **Fw 190D-9,** No. 1128, $11.50. From Italeri, available from The Testor Corp.

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▲ **Rafale M,** No. 036, $14. From Italeri, available from The Testor Corp.

1/72 Decal Sets

◀ **F/A-18F 50th Anniversary Diamondbacks VFA-102,** No. 72-041; **F-117A Kosovo Bandits ,** No. 72-042; **F-14B Last of the Tomcats 1,** No. 72-040; **F-15E Throwback Nosecart Part II,** No. 72-039, $10 each. From Twobobs Aviation Graphics.

1/144 Scale Kits

AV-8B Harrier II plus, No. 04038, $10.25. From Revell Germany.

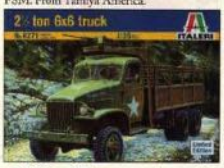
▲ **Fw 190D-9 "JV44,"** No. PD-2:1000. Box contains 2 kits. Check website for price information. From Platz Co., Ltd.

ARMOR

1/35 Scale Kits

German Kübelwagen Type 82 Africa-Corps "Rommel Field Command Post," No. 89649, $23. From Tamiya America.

▲ **US 2.5 ton 6x6 Cargo truck "Red Ball Express,"** No. 89648, $53; **Leclerc,** No. 35279, $57. French main battle tank. Look for a detailed review in an upcoming issue of FSM. From Tamiya America.



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British Universal Carrier Mk.II, No. 32516, $18. Look for a detailed review in an upcoming issue of FSM. From Tamiya America.

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▲ **German Cargo Truck (early and late),** No. 13404. Contact your local dealer for price information. From Academy, available from Model Rectifier Corporation.

▲ **ATF Dingo,** No. 03142, $12.50. From Revell Germany.

▲ **Maly Czolg Rozpoznawczy TKS Seria Limitowana.** Products available from www.jadar.com.pl (Poland) and www.tracks-n-troops.com (Belgium). From Voyak.

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1/350 Decal Sets

▲ **USN Carrier Wing 8 Set #1, USS *Nimitz* 1975-1977,** No. YKM1200, $28.95; **USN Carrier Wing 8 Set #2, USS *Nimitz* 1977-1980,** No. YKM1201, $32.95. From Yankee Modelworks.

1/700 Scale Kits

▲ **USS *Forrest Sherman* (early),** No. JAG003, $55. Look for a detailed review in an upcoming issue of FSM. From JAG Fine Ship Models - JAG Collective, Inc.

USGG Eastwing Type Ice Breaker 1944, No. 18, $45. From Loose Cannon Models (West).

MILITARY FIGURES

1/16 Scale Kits

◄ **WWII Wehrmacht tank crewman Africa Corps,** No. 36310, $19.50. From Tamiya America.

New Products

1/48 Scale Kits

◄ **WWII US Army Infantry GI set,** No. 32513, $13.50. From Tamiya America.

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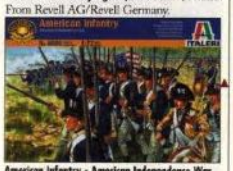
French Artillery, No. 6868, $22. From Italeri, available from The Testor Corp.

1/72 Scale Kits

WWII German Navy Figures, No. 02525, $10.25. From Revell AG/Revell Germany.



American Infantry - American Independence War, No. 6060; **Indian Warriors - American Independence War,** No. 6061; **French Grenadiers - Napoleonic War,** No. 6072; **Russian Infantry - Napoleonic Wars,** No. 6073; $10 each. From Italeri, available from The Testor Corp.

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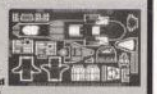

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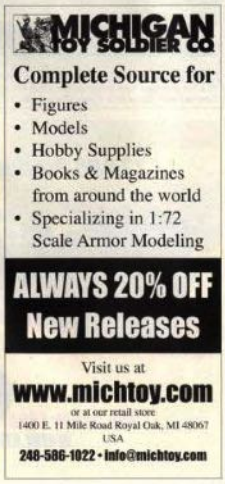
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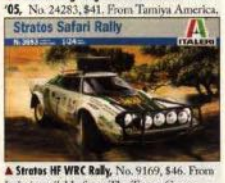

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▲ **Classic 1932 Ford Coupe,** No. 38280, $11.99; **2005 Ford GT,** No. 53026, $15.95. Pre-painted body. From RC2 Erd Company.

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Pekka Rautajoki made an enterprise out of the *Enterprise*

Photos by Hannu Piirainen and Pekka Rautajoki

Take one look at Pekka's 1/350 scale USS *Enterprise*, and you'll understand why it took him 11 years to complete. He chose the 1/350 scale Tamiya kit simply because it was the biggest he found on the market in 1993 when he began his project.

He started with the Tamiya kit, but over the years added Gold Medal Models' and White Ensign Models' photoetched parts, Fotocut custom photoetched parts, and several scratchbuilt parts made from cast resin and styrene. In fact, Pekka estimates as many as 99 percent of the original Tamiya parts were modified or replaced. Only the rudders, screws, and screw shafts went unmodified.

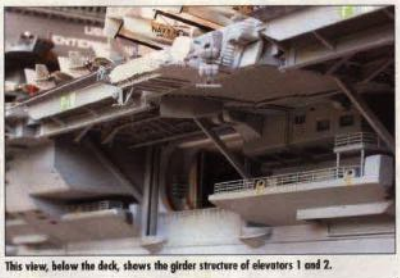
The ship's island alone has about 800 parts, featuring dozens of search lights, antennas, and even wipers on the windows. The four elevators are built from 180 scratchbuilt parts apiece; each elevator has a photoetched grid and Evergreen strip support structures. The scratchbuilt cast-resin life raft canisters and their support structures add another 600 pieces. Pekka said the lighted hangar deck is one of his favorite parts of the ship, but some details on the starboard wall are difficult to see after the deck was added.

About 800 parts create the island; nearly 200 of them are in the mast.

Approximately 35 aircraft grace the deck and hangars of the *Enterprise*. Each received homemade computer-generated decals, photoetching, scratchbuilt ordnance, and weathering; the parked aircraft also have tie-down wires to attach them to the deck. The large components, such as the island walls, decks, main hull, and sponsons are all Tamiya parts, but underwent modification for additional details.

Believe it or not, Pekka learned how to airbrush and cast his own resin parts just for this project. He even tried his hand at creating his own photoetched parts but eventually relied on Fotocut to make the custom items. He recommends concentrating on smaller sections of the model, for a project of this

All the elevators received a photoetched grid and Evergreen-strip support girders. Pekka used approximately 180 parts to accurately build the four elevators.



This view, below the deck, shows the girder structure of elevators 1 and 2.

Aircraft are nestled in the hangar, complete with a crew and decals on the inside wall.

magnitude. He said it also helped to intermittently build smaller models, just to see a finished project.

Eleven years of effort really paid off. Pekka's *Enterprise* won the ship category and "Best of show" at 2004's Model Expo, the largest Finnish model show. Several more 1/350 scale Tamiya warships are sitting on his shelves, but he said he will ease up on the details for time's sake. **FSM**

Left: Pekka used a brush to add the "rust" on the fantail. Additional weathering was added with airbrushing and pastel chalks.

Below: Some of the 35 aircraft are staged around the forward catapults. The aircraft are dressed with Fotocut photoetching, computer generated decals, and scratchbuilt ordnance and fuel drop tanks.

Bottom: Eleven years and over a thousand parts and modifications were worth it when you see Pekka's finished ultra-detailed *Enterprise*.

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Hasegawa 1/32 Scale
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FU31002 Messerschmitt Bf 110C/D...$19.00...$15.46

Accurate Miniatures 1/48 Scale
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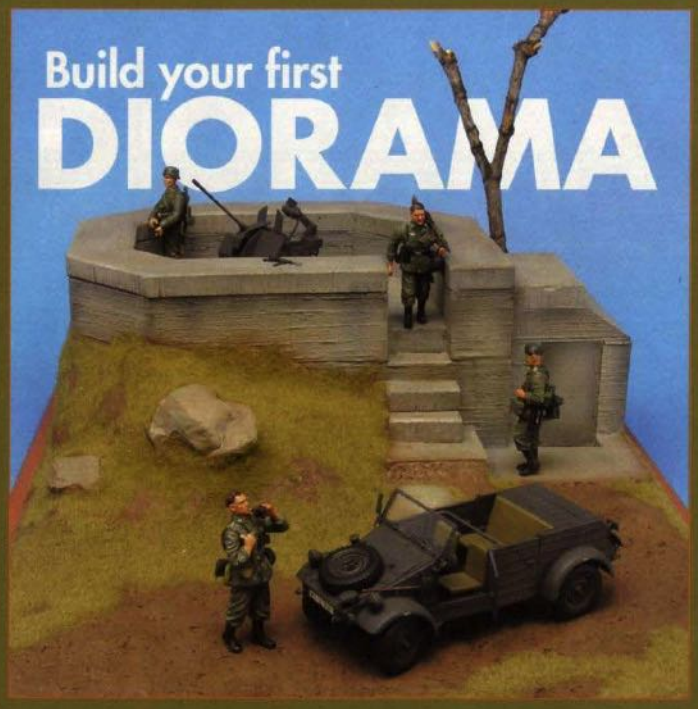


Build your first DIORAMA

This eye-catching project helps showcase smaller armor models

By Matthew Usher

During my years here at *FineScale*, I've assumed the role of "utility modeler" – I build a little bit of everything, so I can usually jump in and tackle a tank or a car or an airplane without too much trouble.

As a result, my display case has a huge variety of models in it, but unfortunately a lot of my smaller World War II armor models (like my 1/35 scale Kübelwagen) get lost in the crowd, **1**. I started wondering if I could build something that would combine the best qualities of a diorama and display base. Something that would not only show the models "in context" but also separate them from the rest of the models on the shelf.

Base basics

After hunting through some catalogs, I ran across Custom Dioramics' 1/35 scale WW II flak emplacement/bunker (No. CD 7002), **2**. The one-piece base is hollow and molded from light plastic foam, **3**. The base is wonderfully detailed and would be great for displaying some of my smaller antiaircraft gun models, but it could use some more real estate out front where I could park a command car or halftrack. I decided to fashion a bigger base for the emplacement and extend the groundwork forward.

After posing some models in front of the base, I decided to put the emplacement at the rear of a 15"-deep base. I didn't want to spend a lot of time woodworking, so I cut the base panel out of ¼" "project board" I found at my home-improvement store. The manufactured project board is smooth, dead flat, and cuts easily with a jigsaw. To finish off its edge, I added a frame I made from ¼-round pine trim molding. The molding was easy to cut in my modeling miter box with a hand saw, **4**, and I attached the trim to the base with yellow carpenter's wood glue. The emplacement fit inside the base nicely, **5**.

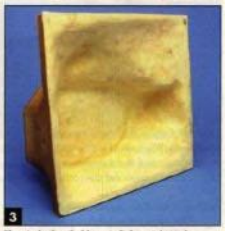
I painted the wooden base using dark-brown textured spray paint from a craft store. The paint has a slight pebbly texture that helps hide the difference between the pine trim molding and the manufactured base board. The paint would also seal up the wood to protect it from the groundwork glues and paints I'd be adding later.

Groundwork

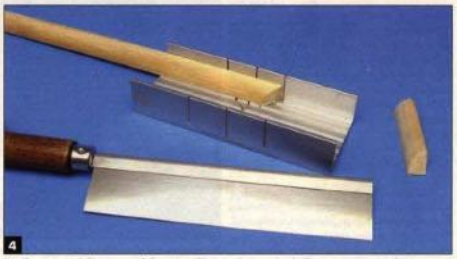
Now I needed to fill in the space in front of the emplacement with some realistic groundwork. I airbrushed the gun emplacement's walls Tamiya sky gray (XF-19), then painted the exposed boulders Tamiya medium gray (XF-20). When the paint was dry, I attached the molded-foam emplacement to the base using a hot-glue gun, then added a piece of ¼" foam-core board in front to help fill some of the base's empty space, **6**, so I wouldn't

1 Can you spot the Kübelwagen? Matthew's smaller armor modelers needed a space of their own in his crowded display case.

2 Custom Dioramics' molded-foam gun emplacement would be the perfect cornerstone for Matthew's diorama.



3 The nicely detailed base is lightweight and hollow. The foam takes paint and groundwork material well.



4 Matthew trimmed the corners of the pine molding to shape with a hobby saw and a miter box.

The materials for the wooden base cost less than $15 at a home-improvement store. Matthew attached the pine edge molding to the base with yellow carpenter's glue.

Matthew painted the base with textured spray paint from a craft store. He filled the front section of the base with a piece of foam-core board.

Powdered Sculptamold is ideal for sculpting groundwork. When mixed with water, it makes a dough-like material that's easy to shape and form. It doesn't shrink and dries rock-hard.

Matthew blended the Sculptamold up over the edge of the Custom Dioramics' emplacement. If Sculptamold gets on the painted edge of the base, it can be removed with a damp sponge before it dries completely.

Matthew painted around the base's molded-in details with a brush, then painted the large, flat areas with his airbrush.

have to add a ton of groundwork filler.

I used Amaco Sculptamold to fill in the rest of the groundwork. Sculptamold is a plaster-like powder, **7**. Mix it with a little water and it can be sculpted like dough. I mixed up a batch and used it to fill in the front of the base. (On a personal note, if you get caught using your wife's good Williams-Sonoma mixing bowls to mix groundwork, dip into your modeling budget and buy some flowers and/or candy. Quickly.)

Sculptamold can be added in layers, so it's better to mix up several small batches than to mix more than you can use at one time. I filled the base up to the top of the molding, then smeared the Sculptamold up over the edge of the molded-foam

The Sculptamold blends in nicely with the molded-foam groundwork.

The emplacement needs to look a little more war-weary. A little weathering will do the trick.

Matthew found a wide variety of groundwork materials in the model-railroad section of his hobby shop.

A dark wash of artist's oil paint deepened the emplacement's molded-in details. Matthew added vertical streaks from the emplacement's top edge to simulate the wear and tear of exposure to rain and weather.

emplacement to help hide its straight front edge, **8**. As the Sculptamold started to harden, I moistened my fingers with water and used them to smooth out the groundwork. In a couple of days, the Sculptamold was dry and ready for paint.

Dirty work

I painted the groundwork with Tamiya flat earth (XF-52). I used a brush to paint around the molded-in rocks and emplacement, **9**, then filled in the large, flat areas using my airbrush, **10**.

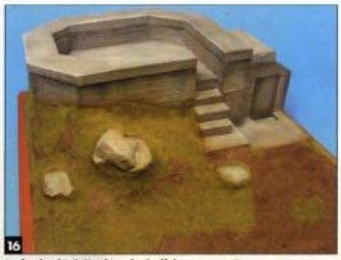
All the parts were the right colors, but everything looked a little too new to have been sitting outside in the harsh weather of the front lines, **11**. A dark wash would do the trick. I mixed Winsor & Newton raw umber artist's oil paint with mineral spirits until the mixture was the consistency of strong black coffee. I applied it to the emplacement and groundwork with a wide brush. It deepened the recessed details, and I added vertical streaks from the upper edge to simulate the wear and tear of rain and harsh weather, **12**.

To add a little greenery to the base, I bought Woodland Scenics groundwork supplies in the model-railroad section of my hobby shop, **13**. I bought some water-based scenic cement (No. S191) and two shades of static flock grass; burnt grass (No. FL633) and medium green (No. FL635).

Although it's designed for model railroads, static grass is ideal for simulating grass in 1/35 scale.

15

Working a section at a time, Matthew applied scenic cement to the base, then shook on some static grass. Mixing different colors of static grass together keeps the battlefield from looking like a golf course.



16

As the glue dried, Matthew shook off the excess static grass.

17

Matthew didn't apply static grass to the road or the ground leading up to the bunker and stairs. Heavy traffic would have worn the grass away.

18

Dragon's Can.Do line of 1/35 scale figures come in a variety of uniforms and poses.

19

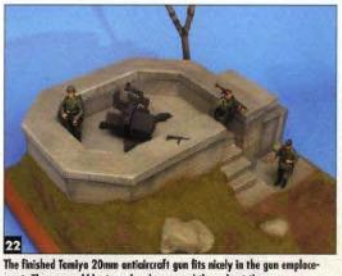
The Dragon figures are realistically painted and cost about $5 each.

20

Matthew added a straight pin to each figure's foot to secure them to the base.

21

Tamiya's 20mm Flak 38 is one of the company's older kits, but it's still accurate and looks great when it's carefully assembled and painted.



22

The finished Tamiya 20mm antiaircraft gun fits nicely in the gun emplacement. The gun could be towed and was used throughout the war.

23

The Bego Kübelwagen looks great parked in front, but there are other options.

Static grass is a fine, fuzzy material that's great for simulating grass, **14**. To apply it, I painted the scenic cement onto the base using a wide brush. While it was still wet, I shook some static grass over it, **15**. Gently squeezing the container helps "puff" the flocking out over the glue evenly. I added the flocking a small section at a time and mixed the colors together to keep things from getting too monochromatic, **16**.

I covered everything but the "parking spot" in the front and the area leading up to the stairs and bunker door, **17**. When the glue was dry, I shook the excess grass off the base.

Guys and guns

With the basework done, I needed to fill it up with troops and equipment. I am a famously bad figure painter. Despite years of practice, my figures still look like lawn ornaments, so I decided to cheat a little and man my gun emplacement with off-the-rack troops. Dragon makes a nice line of painted 1/35 scale German troops in its Can.Do Pocket Army line, **18**. The figures are about $5 each, and although I hate to admit it, they're much nicer than anything I could do on my own, **19**. I bought a bunch from the "Series 3 Barbarossa 1941" collection. I superglued a straight pin to the foot of each trooper, **20**. The pins easily push into the foam base, so I can move the figures around from time to time to change the display.

I armed the emplacement with Tamiya's 20mm Flak 38 antiaircraft gun (kit No. 35102), **21**. The 20mm was used throughout the war, normally with a six-man crew. It looks right at home on top of the emplacement, **22**.

I finished off the project by parking Bego's Kübelwagen in front, after adding a tree to the rear corner of the base, **23**. The tree's a stick I picked up off the sidewalk while I was walking my dog; I pruned it down a little and glued it in place with white glue.

Thanks to the base's versatility, I can use it to display a variety of antiaircraft gun and vehicle models. Finally, my smaller armor models can claim a home of their own on my shelf! **FSM**

The base's versatility makes it easy to display lots of different vehicles. Here Matthew's Dragon SdKfz 250/10 halftrack stops by.

SOURCES

Groundwork materials Woodland Scenics, 573-346-5555, www.woodlandscenics.com

Gun emplacement/bunker Custom Dioramics/VLS Corporation, 636-356-4888, www.modelmecca.com

Sculptamold American Art Clay Co., 800-374-1600, www.amaco.com

FSM builds Trumpeter's 1/32 scale Me 262A-1a

The Luftwaffe's famous jet fighter in jumbo scale

By Jim Zeske

Until now, if you wanted to model a 1/32 scale Me 262, you had to deal with the 1970s-vintage Revell and Hasegawa kits. Trumpeter's detailed, up-to-date kit is a welcomed addition for the jumbo-scale builders.

The cleanly molded plastic parts provide loads of internal detail: full gun bay, cockpit interior, two complete engines, radio gear, gun camera, compass, and oxygen bottles. Landing gear tires are vinyl with two types of nose tire (narrow and wide), and you also get optional cast-metal or plastic gear struts. The seat harness is photoetched metal. Options include rocket-assisted take-off motors and clear nacelles for the engines if you want to show them off. The two-gun nose panel for the announced bomber kit goes unused. No pilot figure is provided.

Fuselage interior

The interior detail makes this kit a winner. The tub is faithfully reproduced. The instrument panel is molded clear, and the holes for the gauges look big enough for the scale. However, the plastic is thick, and the fine photo-film gauges in back are hard to see.

The photoetched items provide a good representation of the Luftwaffe-style harness. Most of the flight-control levers are separate pieces. Trumpeter includes an armored headrest, but most of my reference photos don't show it installed on the actual aircraft, so I left it out.

Up front, the detailed gun bay is attached to the nose-gear bay, and the combination fits well in the nose. The Mk. 108 30mm cannons are nicely detailed, but the feed chutes are missing for the upper cannons. The guns look a little oversize, and there may not have been room for the chutes in the assembly. Also, the ejector chutes for the upper cannons interfere with the gun-bay covers, so I propped them open. If you're going to glue the panels closed, just leave off the

Messerschmitt Me 262A-1a

Kit: No. 02235
Scale: 1/32
Price: $69.95
Manufacturer: Trumpeter, from Stevens International, 856-435-1555, www.stevenshobby.com
Comments: Injection-molded, 359 parts (14 photoetched, 4 cast metal, 4 vinyl, 1 photo film), decals
Pros: Loads of interior detail, good fit, optional plastic or metal landing-gear struts, narrow and wide nose-wheel tires, separate leading-edge slats, good decals
Cons: Gun parts interfere with closed covers, nacelle parts difficult to align, thick instrument panel

Lots of interior details are provided; even rib and stringer details are molded in from nose to tail.

The gun bay has good detail, too, but no inboard feed chutes for the upper cannons were provided.

Both cast-metal and plastic landing gear struts are provided. Detail is identical in both. The metal nose strut (top right) has the wide tire installed.

ejector chutes.

To help balance the model so it wouldn't sit on its tail, I glued a few fishing sinkers in front of the gun bay.

I was concerned the bulkheads, details, and cockpit tub might compromise the fit of the fuselage halves, but I was pleasantly relieved that the fit was fine. I had to use a little filler on the seams around some of the fuselage panels and windscreen.

Jumo jets

The engines are made from a fairly complex group of parts. Some look alike, so be careful to check the part numbers before you start gluing. If you don't plan on using the clear engine nacelles, you won't have to paint much of the engines.

I had trouble fitting the intake cones on both nacelles. In one case, the engine wasn't aligned quite right, and that put the cone off-center. The other one was aligned properly but revealed the cones were just slightly wider than the nacelles. This can

Trumpeter's wing includes separate (but not hinged) flaps, ailerons, and leading-edge slats.

be fixed by manipulating the assemblies while the glued plastic is still soft.

Wheels, wings, and controls

The landing gear includes narrow and wide front strut/tire options. The instructions don't indicate which to use for the aircraft included in the decals, but the option is a nice touch. The vinyl tires are molded so the mold seams are barely visible. All three landing-gear struts are duplicated in plastic and metal; I chose the metal ones to help balance the finished model.

The wing assembly includes separate (but not hinged) flaps and ailerons. The separate leading-edge slats are a first in any Me 262 kit. I had no major fit problems with the wing assembly, but I used a little filler putty where the engine nacelles met the wings.

I painted my Me 262 with Polly Scale's late-war Luftwaffe colors: RLM 81, RLM 83, and RLM 76. Markings are provided for two aircraft, and I couldn't resist the colorful red and blue fuselage bands. The decals went on perfectly over a gloss undercoat.

My references were Vols. 3 and 4 of Classics Publications' Me 262 series. These are comprehensive and well worth seeking out. I also found *Eagle Files No. 5 Stormbird Colors* useful.

I finished my Me 262 in 36 hours. Every time I build an Me 262 model, I am impressed by the advances the design brought to combat aircraft. Trumpeter's kit captures these elements, making an impressive model. A bit of care is needed to assemble it, but intermediate-level builders will be able to cope. It's a fine model. **FSM**

The cockpit interior is well-detailed, but the instrument panel is too thick.

A nice pair of Jumo jet engines is provided, but unless you use the optional clear nacelles, you won't see much on the finished model.

Enhancing EMIL

Messin' with Hasegawa's Messerschmitt Bf 109E

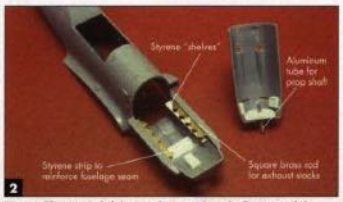
By Pat Hawkey

The Messerschmitt 109 was *the* German fighter during the first two years of World War II. The E model ("Emil" to the Luftwaffe crews) was the first variant produced in large numbers, and was considered by many the best fighter in the world when it was introduced in 1939.

The classic Hasegawa Bf 109E is still the best 1/32 scale Emil, but author Pat Hawkey found many ways to make it better.

1

Pat used the Verlinden detail set, much of it going into the cockpit.


Styrene "shelves"
Aluminum tube for prop shaft
Styrene strip to reinforce fuselage seam
Square brass rod for exhaust stacks

2

Nose modifications included new exhaust stacks and refinements of the various intakes.

3

Pat cut away the flaps and built up their leading edges with styrene stock and epoxy putty.

4

Before closing the wing halves, Pat cut away the shallow wheel wells and replaced them with sheet styrene.

The Bf 109E is probably best remembered from the Battle of Britain, although Es operated in all theaters and were flown by other Axis powers also. It wasn't until mid-1942 – two years after the Battle of Britain – that the Emil was pulled out of front-line service.

Two 1/32 scale Bf 109E kits have been released: Hasegawa's came first in 1970, followed in the mid-'70s by a Matchbox kit. While either can be built into a reasonable representation, neither could be considered great by today's standards.

A few years ago, a customer asked if I would build a 1/32 scale 109 from a photo. I didn't need to make a perfect one, but to model a decent representation, I'd have to refine Hasegawa's kit. I added many pieces from Verlinden Productions' detail set No. 741; this set is still available, and alternate detail sets have been issued by Cutting Edge, all made to "fit" the Hasegawa Emil.

Typical of '70s Hasegawa kits, the Bf 109E has fine raised panel lines and rivets. My first step was to remove all the raised detail and re-scribe the exterior. I didn't use a fancy scribing tool – a sewing needle in a pin vise left an adequate scratch for me. I used Hasegawa's smaller 1/48 scale kit as a guide for placing accurate panel lines.

Office hours

Hasegawa's cockpit is pretty basic, so I used many details from the Verlinden resin and photoetched set, **1**. Verlinden's set is good, but the instructions are vague about where to locate certain details. After studying references and comparing the kit with photos, the parts all went together and filled out the cockpit.

I trimmed the buckles from the photoetched harnesses and used crinkled strips of lead foil for the straps, a better representation of canvas to my eyes. I built the interior so the seat/floor unit and instrument panel could be installed after the fuselage halves were joined.

At some point, cockpit colors changed from a green-gray color (RLM 02) to dark gray. I painted mine dark gunship gray (FS 36081) and followed it with a black wash to enhance shadows. Then I lightly dry-brushed with silver to pop out some of the detail. I also picked out various knobs and handles with gloss black, red, and white. Bf 109 cockpits were not flashy, colorful places. With the cockpit sidewalls complete, I joined the fuselage halves.

Right in the nose

I reworked the exhaust area by first drilling out, then filing the correct D-shaped openings at the front of the exhaust fairings. I removed the exhaust pipes and replaced them with pieces of square brass tubing, **2**.

The chin scoop for the oil cooler needed a ceiling, so I cut one from .030" sheet styrene. The rectangular vent in front of the oil cooler was a bit oversize, so I adjusted its trailing edge.

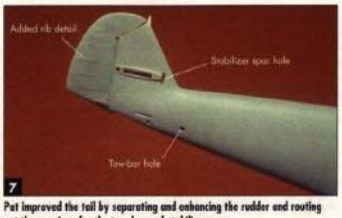
Both the kit and Verlinden's set provide Daimler-Benz DB 601 engines, and you can go wild detailing them. I didn't want to expose the engine, so I didn't install one. Since the propeller shaft was part of the engine assembly I didn't use, I made my own prop mount from ⅜" aluminum tube mounted through a disc of thick sheet stock cut to fit the front of the fuselage and spinner.

5

Small tabs were added to the trailing edge of the wing just above the flaps. The reinforcement strips on the fuselage were another addition.

6

Here's the empennage straight out of the box.



7

Pat improved the tail by separating and enhancing the rudder and routing out the openings for the tow bar and stabilizer spar.

8

After separating the elevators, Pat scored the trailing edges of the solid stabilizers first with a razor saw ...

Hasegawa's separate cowl didn't fit well in the closed position, so I glued the front of the cowl (part B30) to the main piece (B29) first. I allowed it to set, then worked my way back, adjusting the fit as I glued.

The long flat bottom surfaces were easy; the curved rear edge was not. Since the wing wasn't attached yet, I could adjust the fit of the cowl through the open bottom of the fuselage.

Once I got the best fit I could, I locked the cowl in place with super glue. A smear of epoxy putty was required to blend the area around the carburetor intake.

I also filled the gun ports from the inside with epoxy putty, then poked pilot holes in the putty with a needle so I could later drill the dried putty to hold new barrels. After a shot of primer and minor scribing repairs, I inserted the cockpit and instrument panel.

Wings

Most photos of parked 109Es show dropped flaps, so I razor-sawed the flaps out of the wing halves and glued them together at the trailing edges. Much as those in the P-51, the upper leading edges are buried in the wing when the flaps are raised.

I built up leading edges from thick styrene stock and epoxy putty, **3**, while studying the separate flaps of the 1/48 scale Hasegawa kit. I sanded down the overstated fabric detail on all the control surfaces.

The kit's wheel wells were too shallow, so I cut them away. I replaced the "walls" of the wells with a ring of .010" styrene, **4**, and used the wing upper surface as the "ceiling" of the wells. A lot of trial-fitting was needed to get the walls to fit the curve of the upper wing.

Like the chin scoop, the radiator boxes in the wings needed to have ceilings added. I also removed the vertical bars molded in front of the radiator boxes and replaced them with stretched sprue. I didn't get fancy with the insides of the radiators; with the flaps dropped behind them, viewers can't see inside.

Before closing the wing halves, I inserted small blocks of styrene to act as backstops for the wing guns, which would be installed later. After gluing the wing halves together, I added the mysterious little tabs to the upper surfaces of the trailing edges halfway between the fuselage and aileron, **5**. I cut them from .010" stock and mounted them flush with a supporting tab of thin stock underneath. The test fit of the wings on the fuselage was pretty good, so I glued them in place, leaving the flaps off until I was closer to painting.

Early 109s had prominent reinforcement strips on the fuselage over the tops of the wing roots. Hasegawa represented them with simple raised panel lines. Again using the 1/48 scale kit as a guide, I glued lengths of .020" x .040" styrene strip with liquid cement. I poked holes with a needle to represent rivet heads and lightly sanded the strips to soften the edges.

Control surfaces

The kit fin had shallow features, **6**, but I wanted it to look more realistic. I removed the rudder, thinned the trailing edge of the fin, drilled out the tow bar holes, and enlarged and reshaped the hole accommodating the stabilizer's leading-edge spar, **7**.

I scored along the elevator hinge lines several times with a blade, wiggled the hinge until the plastic failed, then cut some more to separate them. I built new leading edges with styrene stock and epoxy putty, sanding them to a rounded contour.

... then with a round jeweler's file to realistically hold the elevators.

With the stabilizers in place, Pat posed the elevators in the "down" position. Note the thinned plastic of the fin, ready for the rudder.

The Verlinden landing-gear struts were fragile, and Pat had to modify them. Note the photoetched metal details in the door and the wire brake line.

Verlinden resin gun muzzles replaced the ones molded into the cowl.

The kit's representation of the fabric-covered control surfaces looked like burlap, but it should be smooth. I sanded the surfaces, then added ribs to the rudder by gluing on pieces of heat-stretched half-round styrene stock. After a coat of primer and more sanding, the ribs had the proper subtle appearance.

I cut grooves in the trailing edges of the stabilizers with a razor saw, **8**, then followed with a round jeweler's file to match the rounded leading edges of the elevators, **9**. I added the stabilizer's leading edge spars (that go in the hole in the fin) from styrene rod and glued the stabs into place, **10**.

Unhappy with the stabilizer braces, I cut off the flared ends that meet the fuselage. After gluing the braces in place, I built up new fairings from epoxy putty sculpted with a toothpick.

Details

The Verlinden detail set comes with resin landing-gear struts. I used them but found them to be too fragile. It's better to use the kit struts and add Verlinden's photoetched gear-door details. Copper wire was used for the hydraulic brake lines, **11**.

I left the gear off until final assembly.

I replaced the kit's wing guns with the nose gun barrels – they looked good to me. Then I installed the Verlinden nose-gun muzzles in the cowl, **12**. They had to be pared down a bit. I could have made a new canopy and used Verlinden's photoetched framing, but chose the kit canopy instead.

Paint

The customer wanted a typical Battle of Britain Bf 109E-4, so I modeled a JG 26 "Abbeville Boys" machine in RLM 71 (dark green) and 02 (gray green) splinter and mottle, over 65 (light blue) with a yellow rudder and nose. I prefer using gloss enamels when possible. They airbrush better and leave a decal-ready surface. I chose Xtracolor's German colors and lightened them all with about 15-percent gloss white to account for scale effect.

Decals

The markings of the aircraft I chose included a yellow "2" with black outlines and a vertical III Gruppe bar. I couldn't find them in either the kit or my spare decal collection. However, the 1/48 scale Hasegawa 109 kit had a pair of 2s with black outlines (and a pair of "1" decals I could modify for the bars), so I set about enlarging those markings.

I copied the decals onto plain paper first, blowing them up 150 percent (48 ÷ 32 = 1.5 or 150 percent). Next, I shot another copy set but this time printing onto Expert's Choice clear decal film. If you cut a small piece of decal paper and tape it onto the paper copy you just made, then manually feed it into the printer for the next shot, you can save on the expensive decal paper and reduce the risk of paper jamming.

The results were black outlines on clear decal film. I taped the paper copy over yellow decal film and carefully traced the outlines with a sharp No. 11 blade. This gave me the yellow portions I needed, **13**.

An alternate way of doing this is to copy the black outlines onto a piece of yellow decal film, but then I'd have to carefully cut out the markings along the thin black outlines. In either case, the results are two-part decals: yellow 2s and bars and black outlines.

Pat made his own number decals by printing enlargements of a 1/48 scale decal sheet onto decal paper.

The tricky part was sliding the black outline decal over the solid yellow numbers.

After positioning the fuselage crosses, I applied my homemade yellow 2s and bars and let them dry. Then I slid the outline decals over and pushed them into "register" with a damp brush, **14**.

Since the Hasegawa kit had non-standard crosses, I raided my spares box for the proper size and style for this machine. Some of them came from Microscale sheet 32-1; it had a price sticker on it of $1.50! Those were the days!

Final touches

I kept weathering to a minimum; at this stage of the war, Luftwaffe equipment in Europe would have been well cared for. I randomly scribbled slightly darker mixes of 71 and 02 color to give a slightly uneven appearance to the upper colors. I applied a few paint chips with a silver artist's pencil and by lightly stippling silver paint with a stiff brush. I added a few exhaust streaks and powder stains around the cowl guns but not around the wing guns – they weren't visible on real airplanes.

The finished model represents 60 hours of effort. Some 109 purists may find certain points questionable, but I like it, and more importantly, my customer thinks it's pretty impressive. I topped it off with a Reheat Luftwaffe pilot figure, **15**, all dressed up and ready for action. **FSM**

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SOURCES

Detail set Verlinden Productions No. 0741, www.verlinden-productions.com
Clear decal sheet Experts Choice, 248-477-0813, www.hare-metal.com
Pilot figure Reheat Models, available from Meteor Productions, 703-971-0500, www.meteorprod.com

Pat painted this dapper resin Reheat Luftwaffe pilot to go with his Battle of Britain Messerschmitt.

Can you maintain a happy household and still finish a model? Kevin Kuster shows you how with Tamiya's 1/48 scale Hetzer and a three-day weekend!

Hetzer Holiday

The busy weekend diary of a husband/father/model builder

By Kevin Kuster

"I don't have time to build."
"Somehow I never finish any model I start."
"Someday I'll get around to building that (insert kit name here)."

If you or any of your modeling pals have ever made statements like these, I have a suggestion for you. Take a look at Tamiya's new line of 1/48 scale armor models.

After purchasing the Hetzer (kit No. 32511), I wanted to side-step all of the little problems that seem to prevent so many of us from completing a model. I decided I would build and paint the entire kit in one weekend. I picked the weekend of July 4th (So it was a three-day weekend, who's counting?) and set down some ground rules.

1. I would build the model straight out of the box.
2. I would keep a time line for all three days, as well as a model-building time line.
3. I wouldn't work on any other model projects until the Hetzer was completed.

And it went something like this ...

Saturday July 2, 2005

3:30 to 4:34 p.m.
Drove to my local hobby store to purchase my tank and shop around. (As we all know, this isn't a hobby, it's an addiction. In addition to the Hetzer, I purchased a 1/72 scale Eduard Fokker, paints, primer, and sandpaper. Total bill: $44.32)

5:35 to 6:14 p.m.
Construction of the Hetzer begins with the road wheels and suspension. The kit comes with a wonderful cast-metal lower hull that adds a great deal of weight and a feeling of quality to the model. The only reason this task took so long was that I had to fill three flash holes on the rear of all eight road wheels.

6:15 to 6:24 p.m.
Fed my 14-month-old son, Kaedin, and put him down for the night. (How does a guy so small pack away so much food?)

6:25 to 7:02 p.m.
Although I attached the tracks as shown in the instructions, I would later regret not having painted the road wheels and tracks before I attached them.

7:03 to 7:11 p.m.
Watched TV. (Beware, this activity is modeler's Kryptonite.)

7:12 to 8:07 p.m.
The parts for the upper hull went together easily and had so much detail I couldn't help wondering, "Tamiya has to recreate this in 1/35 scale ... don't they?"

8:08 to 9:41 p.m.
Ate dinner and chatted with the wife. (The entire time I was talking to her I tried not to think about what kind of camouflage scheme I was going to paint. Hmmm ... three-color or two-color ambush scheme? "Of course I'm listening honey! I'm sorry, what did you say?")

9:42 to 10:50 p.m.
After test fitting the side skirts, and the upper and lower hull, I opted not to glue any of these in place to allow for easier painting. After building the machine guns, muffler, and tools, I decided not to attach them right away, either. Since I had never worked on a metal-and-plastic hull, I decided to prime the entire tank to make it all one color, **1**. Although I'm not a big believer in using primer on my models, I was worried that once I applied my overall base coat, there might be a color shift between the light-gray metal lower hull and the yellow-plastic upper hull.

10:51 to 11:22 p.m.
Watched the first half of the movie "Troy." (Is it just me, or do men look funny fighting in skirts? Somehow I couldn't see Patton or MacArthur commanding troops that way.)

11:23 p.m.
Went to sleep and dreamt of two- and three-color ambush schemes.

Sunday July 3, 2005

6:33 to 7:35 a.m.
Fed my son his first bottle of the day, then played "Old McDonald" over and over again.

7:36 to 9:00 a.m.
Painted the entire lower hull and road wheels Tamiya dark yellow (XF-60). I sprayed every other wheel with Gunze Sangyo mahogany (No. 84), **2**.

9:01 to 10:20 a.m.
Ate breakfast, showered, and drove to Victoria's Secret. (Yep, that's right! I have bridged the impossible. Modeling and Victoria's Secret can be combined! You'll see in a minute.)

10:21 a.m. to 12:14 p.m.
After spraying the entire upper hull with Gunze Sangyo mahogany, I covered the tank with a fishnet stocking from Victoria's Secret, **3**, to create my camouflage pattern, **4**. I sprayed the stocking with a light coat of 3M Spray Mount so it would stick

to the tank and not move while I painted. (Although I don't have any historical reference for this particular camouflage scheme, I also don't believe the Germans ever produced and painted an entire tank in three days.)

12:15 to 1:14 p.m.
I decided to take a break from the workbench and tend to my garden. (I'm no Martha Stewart, but I know how to plant a flower.)

1:15 to 2:29 p.m.
Since I wanted to add a little texture to the muffler, I decided to use a product called Instant Rust. I slowly built up the texture and then added the rust color. Once I achieved the look I was going for, I brushed on a touch of Mig Weathering Powders' light-rust pigment powder. The powders help to create a dried-and-worn look.

2:30 to 3:01 p.m.
Lunch. (No MRE's for me. My wife is a great cook, and I have the waistline to prove it.)

3:02 to 3:25 p.m.
Painted all of the tools with Vallejo black (No. VC950) then dry-brushed them with SnJ polishing powder. When applied gently, SnJ polishing powder gives "metal" tools a wonderful worn-and-weathered look.

3:26 to 10:40 p.m.
Went to my parent's house to celebrate my mom's birthday. (To this day, my mother still claims she's "21 and never been kissed.")

10:41 p.m.
Fell asleep thinking, "Maybe I could start that Eduard Fokker kit tomorrow ... you know, like a little break ... No! Focus! Must finish this project! Must finish this project!"

Monday July 4, 2005
6:45 to 9:11 a.m.
Fed and played with my son. (Is anyone starting to see a pattern here?)

9:11 to 11:17 a.m.
Road wheels! I had to paint each wheel (and all of the tracks) by hand with Vallejo black. I highly recommend that you paint the wheels before you put the tracks on. I kept getting black paint where I didn't want it, and had to spray over my many mistakes.

11:17 a.m. to 2:04 p.m.
For my post-shading, I sprayed the outer edges of each panel line and groove with what I call a "dirty spray." This consists of a 50/50 mix of Tamiya red brown (XF-64) and Tamiya flat black (XF-1), sprayed at a ratio of 40/60 percent paint to thinner. Applying this "dirty spray" not only gives the tank a weathered look, it also adds dimension to the finish, **5**.

2:04 to 2:35 p.m.
Since overall oil washes tend to darken the entire finish, I decided that I would only add a small, concentrated "pin wash" to selected areas. I thinned Vandyke brown oil paint 80 percent with Turpinoid and applied it with a No. 0 brush, **6**.

2:35 to 3:00 p.m.
I lightly dry-brushed the highest areas on the tank. Following the dark wash with some dry-brushing really brings out all of the little details.

3:00 to 4:30 p.m.
I am interrupted by loud commotion in the other room. Apparently the baby threw up on the dog, and from the look on my wife's face, it was somehow my fault.

4:40 to 6:30 p.m.
Applied Mig pigment powders and Hudson & Allen Studios mud to the road wheels and the underside of the hull. The crosses were applied with Tech Star masks and Tamiya flat black. Finally, I applied a light touch of SnJ polishing powder to the tracks.

6:30 to 9:00 p.m.
Although I would like to think all of the fireworks erupting in my neighborhood are to honor me for finishing my project, I must admit I think the Fourth of July has something to do with it. Twenty or more years ago I might have put a Black Cat fire cracker in the Hetzer just to see it go up in flames, but nowadays I get a lot more satisfaction knowing that I've actually finished a model! Now where's that Fokker? **FSM**

The author would like to thank his wife and baby son for being so understanding and indulging him on his three-day building binge.

Meet Kevin Kuster

Kevin Kuster is a senior photography editor at Playboy *magazine. He lives in Chicago with his wife, Kerri, and their 14-month-old son, Kaedin. This is his first piece for* FineScale Modeler.

Not many armor-modeling projects involve a trip to Victoria's Secret. Clever building techniques made Kevin's knockout 1/48 scale Hetzer a fun weekend project.

Reader Gallery

1

2

1 David Vogel
Topeka, Kansas
David added a radial engine from Verlinden, along with some photoetched details to his 1/35 scale Tamiya M4 Sherman. He painted it with enamels and gave it a generous wash using oil paints.

2 Tim Prosser
Carlisle, Australia
Would you believe no computers were used to produce this in-flight picture of Tim's 1/72 scale Spitfire Mk.XII? Tim said he used only rudimentary equipment. A Brigade Models conversion kit changed Italeri's Mk.IX to the Mk.XII.

3

4

3 Luke Loeser
Friendswood, Texas
A combination of Tamiya's 1/35 scale FAMO and 88mm gun formed Luke's Zugkraftwagen 18-ton 88mm Flak 37 antiaircraft vehicle. Everything above the frame was scratchbuilt, except the gun. The figures are from Tamiya, Dragon, and Verlinden.

4 Heliandro Abreu Rosa Vacaria
Caixa, Brazil
Heliandro resurrected the dropship and M577 APC from the "Aliens" movie. The display includes a Halcyon dropship, sheet-plastic M577 APC, and a Hasegawa figure from the U.S. pilot set.

5 Gary Smith
Spring, Texas
Gary scratchbuilt the open exhausts and wheel well areas and added photoetched seat belts to his 1/24 scale Airfix Bf 109 E4.

5

6

8

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7

6 Albert Tureczek
Hasselager, Denmark
Albert's scratchbuilt 1/72 scale Pratt & Whitney JT-8D engine is composed of 1,600 parts made from Evergreen sheet plastic, copper wire, solder, lead foil, and steel wire.

7 Clayton McClain
New Carlisle, Ohio
"Ein Volk – Ein Reich," Clayton's 1/35 scale diorama, centers around Verlinden's German village ruin kit and Tamiya's German 38cm assault mortar Sturmtiger. The Dragon tank crew and Tamiya infantrymen resemble those in the hedgerows of Germany in 1944.

8 Benjamin Zayas
DuPont, Washington
The bare-metal finish on this 1/48 scale Airfix Lightning took Benjamin about a week to complete, including an oxidation process to add some weathering and a "burnt" look.

9 Victor Gutierrez
Queretaro, Mexico
This 1/72 scale Hasegawa P-40E is decorated with FCM Brasil decals and Gunze acrylics. It represents the "Forca Aerea Brasileira."

10 Tequila Sy Ching Chin
Hong Kong, China
You can almost hear the regal trumpet calls from this Verlinden Productions 120mm resin Napoleonic Trumpeter, dressed in Gunze Sangyo, Mr. Color, and acrylics. Tequila used an illustration technique to create different color variations and contrast, painting the larger areas first and working his way to the smaller parts.

10

11

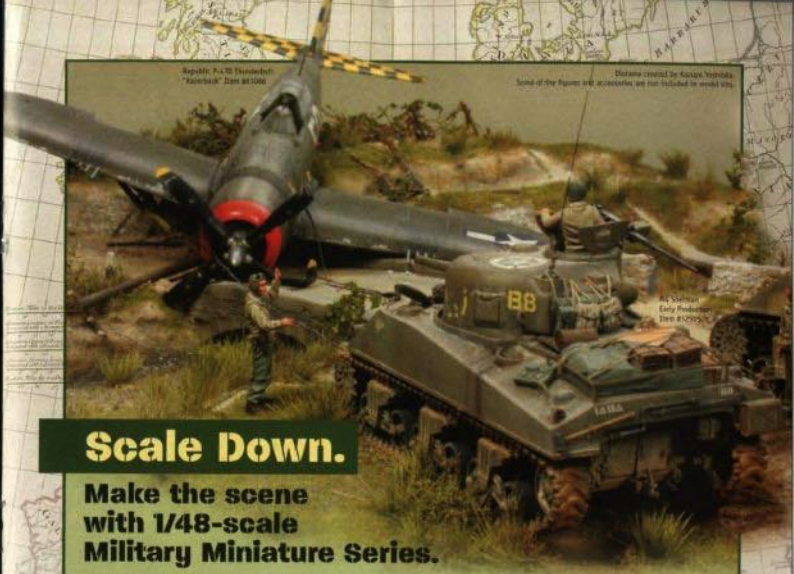
12

13

11 Ron O'Neal
Round Rock, Texas
Ron built his 1/48 scale Classic Airframes Grumman J2F-2A Duck straight from the box, except for the scratchbuilt landing gear. The markings represent the Marine Corps, pre-war.

12 Bob Bethen
Austin, Texas
Bob raided the kitchen to create his snow, a combination of baking soda and table salt. He replaced the wheels and transmission cover on his 1/35 scale Tamiya M4A3E2 with Tank Workshop items.

13 Steve Beard
Austin, Texas
Steve added rigging, fuel lines, coolant lines, and aftermarket decals to a 1/48 scale Eduard Pfalz DIIIa. The markings represent German WWI Jasta 166, Vzfw. Max Holtzen.



Scale Down.

Make the scene with 1/48-scale Military Miniature Series.

Looking to create a diorama that won't invade your entire desktop? Tamiya's new 1/48-scale Military Miniature Series lets you recreate an epic scene all within a small footprint. And the detail is bigger than life.

Each tank features a pre-coated, die-cast lower hull for enhanced realism you can see and feel. The newly released Citroen 11CV Staff Car showcases three types of markings depicting French & German military vehicles. The M4 Sherman Tank boasts three sets of decorations, namely those worn during the Normandy Invasion.

Get online to www.tamiyausa.com and check out this arsenal of artillery and accessories. It's the perfect complement to the 1/48-scale of WWII airplanes. For an actual inspection of our Military Miniature Series — get down to your nearest hobby store for a full-scale crusade.

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Give me Liberty or...

Painting a two-tone naval scheme on Trumpeter's Liberty ship

By Jeff Herne

Trumpeter's 1/350 scale kit of the *Jeremiah O'Brien* fills a huge void in the 1/350 scale ship model world. The arrival of this merchant ship kit provided a welcomed break from the destroyers, cruisers, and carriers I'd been working on over the last few years.

During World War II, most Liberty ships wore an overall gray paint scheme, so I wanted to model something that would be different from the rest. I settled on the Navy vessel USS *Sculptor*, AK 103, named after a constellation in the Southern Hemisphere. Liberty Ships were classified by the Navy as the *Crater* class, and all of the ships were named for celestial objects.

The *Sculptor* was one of the few vessels in her class to carry the Navy's Measure 22 camouflage scheme in late 1943 and early 1944. Measure 22 consists of a two-tone scheme of navy blue on the hull, parallel to the waterline, and haze gray upperworks. Although it's more complex than overall gray, it's a simple scheme to apply and provides some additional color and contrast to the model.

I chose Polly Scale acrylic paints for the finish and used 5-N navy blue, 5-H haze gray, 20-B deck blue for the upper hull and superstructure, oxide red for the lower hull, and flat black. I use a 2:1 ratio of Tamiya thinner to paint when spraying. I try to construct a ship model to allow me to paint specific parts of the model before final assembly. This reduces the amount

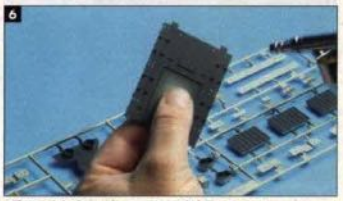
1 Jeff assembled the bare hull and filled the deck seams before painting.

2 Using a pair of calipers keeps the demarcation lines parallel, even over compound-curve surfaces.

3 The hull is masked, the colors are selected ...

4 ... and the first layer of color is sprayed.

5 Spraying the parts on the trees prevents excess paint in the airbrush from going to waste.



6 Jeff painted the deck surfaces with 20-B dock blue prior to assembly.

of time required to mask the ship and also minimizes brush painting. I usually don't follow the assembly instructions since most manufacturers' instructions want you to build first and paint later. I chose the Tom's Modelworks photoetched set (No. 3546), since it offers many details the kit lacks.

Basic construction and painting

I made the decision to build my ship full-hull before I started assembly, so I assembled the hull halves and filled the seam between the upper and lower hull. Getting the hull halves together proved troublesome; I had to align and glue one side of the hull, allow it to dry, then work the opposite side of the hull to achieve the proper fit.

With the hull assembled, I attached the forward- and after-deck sections and filled and sanded the resulting seams with Tamiya putty, **1**. Using the seam as my reference, I established the color demarcation line on the upper hull with a pair of dividers to insure my mask was parallel to the waterline along the entire length of the hull, **2**, **3**. I sprayed the lower portion of the hull 5-N navy blue, **4**. When the paint was dry, I removed the mask and allowed it to harden for 48 hours. During this time, I focused on construction of the bridge and superstructure. I built each in levels and sprayed them before assembly using 20-B deck blue on the decks and horizontal surfaces, and 5-H haze gray on the vertical surfaces, **5**, **6**. I freehand sprayed the main deck and brush-painted the interior of the bulwarks. It is much

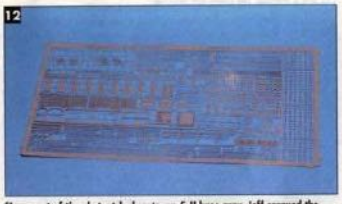
Spraying large, flat surfaces such as decks usually won't require the use of a mask. Deck fittings can be touched up with a brush later on.

By tilting the model at an angle to the spray, you can eliminate overspray if you're careful.

Jeff painted the upper hull, deck, and fittings and allowed the paint to cure for 48 hours.

The lower hull was painted oxide red and allowed to set for 24 hours.

The superstructure was built in layers and attached to the hull.



Since most of the photoetched parts are 5-H haze gray, Jeff sprayed the entire fret of parts before using them.

easier to complete fine painting with an uncluttered, empty deck, **7**.

With the superstructure done and the paint hardened, I masked the lower portion of the hull and sprayed it 5-H haze gray from the top of the navy blue stripe upwards. By holding the model at an angle to mask the deck from direct spray, I was able to eliminate the need to mask the upper deck, **8**.

Detail work

After allowing the painted model to dry for another 48 hours, **9**, I applied the mask to the painted portions of the hull and sprayed the oxide red below the waterline, **10**. While this was drying, I assembled and painted the small parts and Tom's Modelworks photoetched detail parts on the superstructure, **11**. Since ships' colors are often monotone in nature, I usually spray the entire photoetched fret before I add the parts to the model, **12**. With all the painting done, I sprayed the model with Future floor polish.

I added the derrick boom towers and other deck details, **13**, **14**, and attached the model to the base. The model was attached to a replacement cabinet-drawer face I found at my local home-improvement center. I used brass lamp columns as finials, **15**.

Over the top

With the model secured to the base, I applied the boot topping, the black stripe along the waterline. Since the draft of cargo vessels varies depending on the amount or type of cargo they carry, the boot topping is considerably wider than that of a warship. I chose black decal stripes from my local model-railroad shop. They settled nicely over the hull but required several cuts around the stern because of the compound curves. The boot

The major deck assemblies are added to the hull and detailed.

With the major assemblies complete, Jeff started rigging the support cables for the towers. Doing this later in the construction could prove troublesome.

Jeff attached the model to a base to continue the detail work and prevent damaging the paint from over-handling.

The rigging was added using a combination of Lycra thread and monofilament.

topping on my model splits the demarcation line between the oxide red and navy blue. Some Liberty ships wore an additional thin white stripe at the bottom of the boot topping stripe, but I was unable to confirm that my particular ship had this stripe. I decided to leave the stripe off.

I added the small parts, antiaircraft guns, and deck fittings, then finished rigging the booms with monofilament and Lycra thread, **16**. The rigging on a Liberty ship is a complex array of cables and pulleys, so in the interests of time, I decided to include just enough rigging to make it look cluttered. Liberty ship experts will probably notice a few omissions, so I'll probably go back and add more rigging in the future.

I added hull numbers and Plimsoll marks from a Gold Medal Models naval sheet. Plimsoll marks are applied to merchant ships to indicate the maximum draft allowable by law in various waters.

I weathered the model using a thinned wash of acrylic inks made popular by wargamers. After the wash dried, I dry-brushed the base color, lightened with white, over the machinery and fittings. As a final touch, I weathered the anchor and added some rust stains to the hull using MMP weathering powders. Once I was satisfied with the finish, I sprayed the model with a mixture of Future floor polish and Tamiya flat base (X-21), giving it a dead flat finish.

The entire model took about 40 hours to build, not including drying time. It's an uncommon scheme for a well-known ship, and the results are gratifying. For my next Liberty ship project, I think I'll try a Measure 32 disruptive pattern! **FSM**

The Liberty Ship

In the annals of wartime mass production, the Jeep, Sherman tank, and the M1 Garand rifle immediately come to mind as the great successes of the U.S. war effort in World War II. An often overlooked tool of war is the EC2 Emergency Cargo ship, better known as the Liberty Ship. Between Sept. 27, 1941, and Sept. 2, 1945, 2,710 Liberty ships were built at 18 yards around the United States. They served in all theaters of the war, and 196 were sunk. The vast majority fell under the control of the United States Maritime Commission, a few by the U.S. Army Transportation Service, the War Shipping Administration Transport, and the United States Navy. Several vessels were renamed and loaned to Great Britain, Russia, Belgium, and China. Today, only two Liberty ships remain, the S.S. *Jeremiah O'Brien* in San Francisco, Calif., and the S.S. *John W. Brown* in Baltimore, Md.

The USS *Sculptor* wearing Measure 22 camouflage, December, 1944.

Showcase

No parts? No glue? No problem!

A 1/48 scale Monogram Spitfire Mk.I and a 1/32 scale Hasegawa Bf 109E depict RAF ace Douglas Bader tangling over the English Channel.

Who would've ever dreamt it possible to create a diorama without any plastic, resin, or even glue? Well, Konley Kelly has found a way, and it's not much different than techniques used for special effects in movies, so grab some popcorn and enjoy ...

Konley has mastered the art of combining scale modeling – a hobby he's enjoyed since childhood – and modern digital photography techniques to create lifelike images of battle scenes. Not to mention he's able to do what many modelers only dream about – he can see his models in action.

His essential tools, other than the models, are a digital camera and Adobe Photoshop, a computer imaging program, both easily accessible and learned. After seeing aviation artist Robert Taylor's painting, "Strike Against the *Akagi*," Konley decided to recreate a scene from the Battle of Midway.

Konley started with a 1/700 scale Hasegawa *Akagi* and a 1/48 scale Accurate Miniatures SBD-3 Dauntless. Note that he didn't use corresponding scales. With Photoshop-enhanced images, you'll have some flexibility with the size of the models. To see more of Konley's work, visit http://home1.gte.net/konman/index.html. **FSM**

By Konley Kelley

This portrayal of the Battle of Midway was created on a computer using digital photos of Konley's scale models.

Photoshop is all about layers. Each layer is created individually, so it can easily be modified, then they are placed on top of one another. One important layer in Konley's scene is the *Agaki*. He digitally cut out the image, and placed it in his growing Photoshop scene. Note how the ship is placed at the same angle it appears in the final picture.

The next two layers portray the bomb hit. Konley created the smoke by working with various grays, feathered brushes, and smudge tools. He used the "opacity" function to see through the smoke layer to the ship behind and cropped the shape of the ship's bridge from the smoke. The fire was created with the same tools as the smoke; the bridge was cropped from the flames as well. Now, the smoke appears to be behind the bridge in the finished image.

Look closely at the final picture, and you'll see a small plane flying off the top of the page to the left of the smoke. It's in quite a hurry to get away after dropping the bomb. Konley didn't build another model for this plane; he simply scaled down and rotated the Dauntless image he already created. Because the plane is pulling out of a dive, the distinctive red flaps have been deleted. With a little practice and an image-editing program, it's easy to modify the appearance of any model.

A 1/48 scale Tamiya Fairey Swordfish torpedoes a scratchbuilt 3-D model of the German battleship *Bismarck*.

Konley started with a computer generated backdrop, then added his scratchbuilt *Bismarck*.

Then, he added the Fairey Swordfish as another layer, making sure the flight angle was just right.

The torpedo is the final layer, completing the scene.

Top: A 1/48 scale Monogram Me 262 sweeps down on scratchbuilt B-17G Flying Fortresses, a mission originally flown by jet ace Heinz Bär.

Left: A 1/48 scale Academy Hurricane Mk.I, like the one flown by Squadron Leader Stanford Tuck, is shown knocking down a 1/72 scale Matchbox He 111.

Above: Captain Joseph McConnell flew a F-86F Sabre like the Academy one shown here in 1/48 scale shredding the tail of a 1/48 scale Monogram MiG-15.

Top: A 1/48 scale Hasegawa Hellcat, a rendition originally flown by top Navy ace David McCampbell, is portrayed flying over a 1/700 scale Hasegawa rendition of the USS *Essex*.

Above: An attack by Hans Ulrich Rudel is depicted here with a 1/48 scale Hasegawa Ju 87G and the unsuspecting 1/35 scale Tamiya T-34.

Right: On Aug. 1, 1943, the oil refineries at Ploesti were bombed by Medal of Honor recipient Col. John Kane. Kanley used a 1/72 scale Academy/Minicraft B-24D Liberator to re-create the event.

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Mentoring a Thirty-Four

Kitbashing a 1/48 scale T-34 Mentor

by Don Alberts

Some aircraft just beg to be modeled, and the Beechcraft T-34B is one of those attractive subjects – one for which no 1/48 scale kit has ever been offered. However, Czech Model recently released a kit of the later turboprop T-34C in this scale, and I couldn't resist converting it to the early Mentor which I soloed in as a flight student at Pensacola in 1959.

The T-34 family resulted from the Air Force and Navy's desire for trainers more modern than the World War II vintage aircraft still in use in the 1950s. The Mentor served in that role for almost a quarter-century, with thousands of naval aviators fondly remembering the excellent handling and reliability of the trainer. Incidentally, no right-minded student pilot referred to the plane as a Mentor – it was universally known as either a "Thirty-Four" or a "Teeny Weenie."

Conversion preparations

What seemed to be a fairly simple conversion project proved to be anything but that. The Czech Model kit is a good place to start for making a C version Mentor. The most obvious differences between the B and C versions are in the cowling and engine areas, where the kit's turboprop

Don added lots of scratchbuilt details to both cockpits

The cockpit seats were made from styrene sheet and wire.

The nosewheel well required additional details and modifications.

Don altered the cowl to replicate the B-model's shape.

The B model's cowling, cockpit, and vertical fin were different than the later C variant.

installation had to be backdated to the 225hp Continental engine. The cockpits, seats, instrument panels, radio antennas, vertical fin, and wings were also different.

In addition to published material, I obtained photos and copies of pertinent T-34 A/B maintenance manual pages from the Museum of Naval Aviation in Pensacola and scale drawings from the August 1988 issue of *Aviation News*. I also needed a 1/48 scale Minicraft V-35 Bonanza kit for this conversion. I used its front and top cowl parts, propeller, spinner, antenna, and wings.

Fuselage

The two nearly identical cockpits were largely scratchbuilt. The rear cockpit bulkhead and cockpit floor were usable, but both side consoles were modified to the B configuration with new throttle quadrants, trim-tab wheels, circuit breaker panels, and fuel system handles, **1**. I made two identical instrument panels from .020" styrene sheet, using Waldron punch and instruments (No. 01-48) sets. The interior color, including instrument panels, was light gull gray with flat black instrument rims and panels. After adding rudder pedals from the spares box, the fuselage halves were joined around the interior. I used .010" styrene sheet to form the instrument-panel coamings, complete with hand holds. I scratchbuilt two identical seats from styrene sheet and rod material and installed them later, **2**. The tubular edging to both seat backs was formed from .022" Tech Star solder wire, glued in place and topped with belt guides from Grandt Line model railroad handgrip sets. The seats were painted to match the interior, and belts and shoulder harnesses were added from Eduard's color etched WWII USN set (No. 49001).

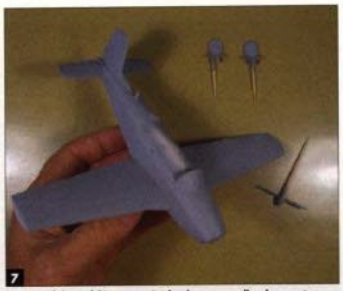
With the cockpits completed, I removed the kit's upper cowling at the proper panel lines. Unfortunately, these lines were not uniform on each fuselage side, so a shim of styrene sheet was necessary for a proper fit of the Bonanza's upper cowling. The kit's nosewheel well is usable but must be inset into the fuselage rather than glued inside the nose. The well was tapered at its forward end so the kit part was modified, **3**.

The Bonanza's cowl front could now be added with the cooling air intakes and lower injector intake opened slightly. Inside the lower opening, I installed an air filter and screen from styrene and photoetched mesh. I glued the front of the Bonanza engine in place so that the two forward cylinders, along with added exhaust pipes from solder, were visible through the cooling air openings.

Sine the model would need all the weight possible in the nose in order to balance properly when finished, I filled the remaining space in the engine compartment with lead fishing sinkers epoxied into place, **4**. The upper cowling piece from the Bonanza kit was glued into position and a washer of .020" styrene added around the propeller shaft hole. The washer was then faired into the front cowling piece to replicate the nose of the real T-34B, **5**.

A raised, central fairing ran from front to rear on the Mentor's upper cowling, and I molded this feature from Tamiya putty, although it could just as easily be added from tapered styrene sheet. After the putty dried, I sanded and carved the lower cowling to match the new front and upper cowling contours, completing the most difficult phase of this conversion project.

A wooden jig helped to create near-perfect wing joints.



Don primed the model in preparation for the orange-yellow base coat.

The landing gear has additional details made from styrene rod and brass stock.

The windscreen was painted and attached with white glue.

Thin strakes to improve spin characteristics were added to the T-34C fuselage in front of the horizontal stabilizers. I removed them for this model, leaving stubs that would act as anchors for the kit stabilizer parts when they were attached later.

The kit's fin, which did not match the shape on the T-34B, was corrected with styrene sheet, rescribed, and attached. Both the rudder and elevators were then glued into place, as were their respective trim tabs.

Wings

The wings from the Bonanza are more accurate for the B model than those from the Czech Model kit, and replacing them was easy. I reduced the tapered leading edges next to the fuselage to match the kit's wing fillets, making the wings more accurate in shape.

The upper halves of the landing lights in both wings were painted over, so the beams would not shine in the pilot's eyes. I made these lenses from clear styrene sprue set into the wings, and sanded and polished into shape after the glue had cured. The tips of the new wings also had to be reshaped to match those on the Mentor.

Much filling and sanding of improper panel lines and corrugation troughs were in order, as was the position of the aileron trim tabs. In addition, the Bonanza inner wheel-well doors were fixed in the closed position since, on the real bird, they only opened when the landing gear was in motion.

I made a wooden template to ensure the dihedral was the same on both sides when mounting the wings to the fuselage. The kit makes no provision for strengthening the joints between wings and fuselage, so I epoxied lengths of aluminum tubing into each wing root at approximately the dihedral angle. The fit was so good using my dihedral template, that little putty was needed to refine the wing to fuselage joint, **6**.

Priming and painting

I added a few details to the model before priming, including the antenna mast, tail skid, and the windscreen. The vacuformed windscreen and canopy are provided in duplicate in the kit. They are clear, but unfortunately are incorrect. The joint between the windscreen and the forward pilot's canopy is slanted forward on the real aircraft, while the other joints and frames are vertical. The Czech Model kit missed that, so I had to carefully separate the kit's windscreen from the canopy at the proper angle. I coated the inside surface of the windscreen with Future floor polish and glued it to the fuselage. I filled and sanded the joint, masked the cockpit and windscreen areas and the landing lights, and painted the model and major components with Floquil primer, **7**.

I airbrushed the model with several thin coats of Humbrol orange-yellow enamel to represent FS 13538. After decaling, I finished with a Polly Scale satin clear coat rather than gloss since the Pensacola trainers quickly took on a satin or dull sheen with constant exposure to sun and water. The front and rear anti-glare panels were airbrushed in flat black over the final clear coat.

The most difficult finishing task, however, was creating the thin black lines representing rubber weather strip between the fuselage and all flying surfaces. I used Letraset dry transfer model railroad line sets but application was difficult. Information on the markings came from photos and my own log book, with decals from AeroMaster and Cutting Edge, and Archer's Fine Decals set of U.S. Navy , stenciling and bureau number markings.

Landing gear

I inspected an actual T-34A located nearby to understand the geometry of the landing gear. I cleaned up the kit's main-gear struts and operating linkages and detailed the wheel wells and gear assemblies with additional styrene rod and bar stock, **8**.

After painting the wells and gear light gull gray, I added brake lines from .007" Tech Star solder wire and photoetched torque links from an unused set in my spares box, painted them medium gray and added the bulged main wheels from the kit. The nosewheel assembly underwent similar detailing and painting, with an added shimmy damper and thin photoetched wheel guards. I used the Mentor's nosewheel, but chose the Bonanza's landing gear doors, since they were better detailed and thinner than those in the Czech Model kit.

Final details

I carefully fitted and detailed the canopy, and separated the forward sliding panel from the rear pieces. I coated the inside surfaces with Future, and attached the canopy pieces with thick super glue, **9**. Rather than masking, I prefer to hand paint canopy frames, cleaning up any irregular lines with a sharpened toothpick. I did that first with the interior color, then with exterior orange-yellow, and finished with a coat of Future on all canopy and windscreen exteriors. I detailed both sliding panels with canopy release latches and handles.

The Bonanza "arrowhead" antenna was a welcome addition to the model, as were the propeller and spinner. Other details included wingtip, fuselage, and tail lights made with drops of quick-drying clear epoxy, colored where needed with Tamiya clear acrylic paints. The anti-skid wing walks are 1200-grit flexible finishing paper. I made the large ejector exhaust stacks from thinned .093" diameter aluminum tubing. On the undersurfaces, the pitot tube and relief tube venturi were added while an MV Products model railroad lens (No. LS 22) became the taxi light located directly below the spinner. Finally, thin soft wire with a drop of epoxy on the end simulates the drooping static discharge cables on ailerons, elevators, and rudder. Attaching the model to the base and painting a figure of a student pilot in my likeness completed what turned out to be an arduous, but rewarding, conversion project of the "Thirty-Four" **FSM**

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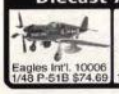
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Reader Tips

Solutions and innovations
Conducted by Jeff Herne

Tiny tow cables

While searching for some necklace-repair materials in a local craft store, I discovered flexible beading needles. They make passable replicas for small scale (1/72-1/87) tow cables for armor models. The needles are flexible and best of all, are inexpensive.

– Ben Morton
San Marcos, Texas

Plastic wood

Modelers have used basswood and balsa for years, and they're still good for some applications, such as interior details in WWI aircraft and paneling on car models, but wood can be too soft to carve intricate shapes and details without splitting. You can reinforce basswood and balsa stock by using thin super glue.

Strain the wood first to the color desired, let it dry, then apply a light coat of thin super glue and hit it with accelerator. Cut and sand your strip or shape, then go over the cut and sanded areas with more stain and re-coat with superglue and accelerator.

For the finish, apply your favorite flat coat with a brush or airbrush. You'll be amazed at the fine and intricate shapes you can carve in the coated wood, which is as hard or even harder than plastic.

– Michael Dobrzeleski
Easton, Pa.

Pen-man-ship

I use paint pens, found at craft stores in various widths, for scrollwork and ornamentation on the bows and sterns of sailing ships. They're easy to control and produce a fine, sharp line.

– Len Roberto
Huntington, Conn.

Can-do

I'm an electrician, and the plastic tops and bottoms from electrical-tape storage cans are great for mixing paint. They're also great for storing small parts.

We go through these little cans almost daily. Find an electrician, and ask him to set those cans aside. It won't take long for him to gather enough to keep you modeling all winter.

– Fred Brown
Arlington, Ala.

Mark it up

To simulate worn or chipped paint, I use a Sharpie-brand silver metallic marker available at any office supply store. I apply it to the bare plastic, along the edges of armor plate on tanks and on leading wing edges and prop blades on aircraft. After applying the base color, I use an artist's eraser to scrub away at the paint, revealing the silver marker underneath. It also works well for small aluminum-colored parts.

– A.L. Labron
Teterboro, N.J.

No-stick paint lids

When opening a paint bottle, use a cotton swab to wipe off the sealing surface on the bottle, then wipe off the threads and sealing surface on the lid. Do this religiously, and you'll never have a stuck lid again.

– Ron Smith
Burtonsville, Md.

Hot knife

I use a soldering iron with a hobby-knife attachment to remove small parts from the sprues. The heated knife slides through the plastic, and there's no sudden "snap" or impact that can break small pieces like individual links or grab irons on small armored vehicles.

– James Cillo
Voorheesville, N.Y.

Multi-use containers

Prepared supermarket meats often come in resealable plastic containers; I use them for soaking larger sheets of decals and for wet-sanding car bodies.

They're also handy for storing parts and subassemblies of unfinished models and keeping dust off freshly painted parts.

– Ron Mlodzienski
Fittston, Penn.

Super thick glue

To make thick plastic glue, I found that mixing normal plastic cement and body putty works well. Apply the mix to the parts and apply pressure. This causes the mix to ooze from the joint. Once dry, excess glue can be cleaned up with a sanding stick.

–Tim Kuzma
Melbourne, Australia

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Two new 1/48 scale "Super Bugs"

The Boeing (McDonnell Douglas) F/A-18E single-seat and F/A-18F dual-seat Super Hornets represent the "next generation" of naval attack fighters. Besides a few helicopters and Grumman E-2C Hawkeyes, Super Hornets may soon be the only other aircraft filling U.S. Navy carrier air wings. F-14 Tomcats and S-3 Vikings are quickly being retired, "legacy" F/A-18A and C Hornets are being replaced, and EA-6B Prowlers will disappear when the proposed electronic warfare version of the Super Hornet, the EF-18G "Growler," is developed. So new kits of the "Super Bug" are welcome.

Revell-Monogram announced its 1/48 scale F-18E kit more than two years ago. During its gestation period, other kit manufacturers worked on new kits of the new Navy/Marines attack jet. Italeri had early attempts at 1/72 and 1/48 scale kits.

Along with its 1/72 scale efforts, Hasegawa released a new 1/48 scale two-seat F (with a single-seat E announced) and issued it at about the same time as the Revell E model. This gives us a great opportunity to compare the new Super Hornet kits side by side.

– Paul Boyer

F/A-18F Super Hornet

Kit: No. PT38
Scale: 1/48
Manufacturer: Hasegawa, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $64.95
Comments: Injection-molded, 264 parts, decals
Pros: Fine detail, excellent fit, separately molded flaps, good crew figures, excellent decals
Cons: Ordnance limited to fuels tanks and missiles, outer wing panels molded to wing, no harness detail for seats

Hasegawa has done a fine job on the busy exterior of the new "Super Bug." Ejector pin marks have been kept to a minimum with just a couple on the landing gear doors and the underside of the ailerons. Cockpit detail is OK, but the ejection seats lack harness detail. A pair of well-molded crew figures is a welcome bonus.

The landing gear is nicely detailed, while the gear bays are adequate; bulkhead and rib details will look busier with a dark wash. I like how Hasegawa has molded the clear parts with sprue guards to protect the canopy during shipping.

The separately molded leading- and trailing-edge flaps are advantages of the Hasegawa kit. These can be positioned raised or dropped, but the attachment of the dropped flaps isn't clearly shown in the instructions. Separately molded rudders can be positioned off-center if the tabs are removed. The outer panels of the wings are molded on, but a small diagram in the instructions shows you how they can be cut off and folded, if you choose.

Underwing ordnance is limited to four fuel tanks and a pair each of AIM-120 AMRAAMs and AIM-9X Sidewinders. A FLIR pod and its mount are also given for the intake station. A positionable canopy and a crew boarding ladder are additional options.

Hasegawa's intake trunks are even deeper than Revell's, with turbine blades at the back end. The interior seams between the trunks and the front parts of the intakes are tricky to clean up.

The wings are molded separately from the fuselage, but the fit is good, running along actual panel lines. The forward fuselage is a three-piece subassembly and fits well, too, if you follow the instructions and glue it to the lower fuselage half first. The intake trunk/fuselage sides fit fine.

I painted the model with Xtracolor gloss enamels and set it in the summer sun for a few hours to accelerate drying. A glossy paint job allows me to skip the clear gloss overcoat before decaling. The kit decals include high-vis markings for VFA-102 "Diamondbacks" and VFA-103 "Jolly Rogers." They went down fine with a touch of Gunze Mr. Mark Softer. Decals are provided for many of the screened vents scattered about the airframe.

I followed the decals with a dark gray sludge wash, removed the excess, then followed with a clear flat coat. I hung three fuel tanks and all the missiles on my model. The model has the proper "toe out" of the weapons pylons.

The finished model really turned out nicely. I spent 32 hours on it, and modelers with a moderate amount of experience can build it. The great fit and fine detail will keep most modelers happy. If you want more detail in the cockpit, aftermarket sets will likely appear soon.

– Jon Hergenrother

F/A-18E Super Hornet

Kit: No. 5519
Scale: 1/48
Manufacturer: Revell-Monogram, 847-770-6100, www.revell-monogram.com
Price: $20.50
Comments: Injection molded, 161 parts, decals
Pros: Fine recessed detail, excellent landing gear and gear-bay detail, optional ladder, good weapons, and positionable canopy
Cons: Poor fit of intakes, FLIR pod mount, and nose assembly; flaps molded raised

Revell's long-awaited 1/48 scale F/A-18E Super Hornet is finally here. Typical of that company's recent toolings, it features fine recessed panel lines, detailed cockpit and wheel wells, and a good selection of underwing ordnance.

The canopy can be posed open or closed, and an optional boarding ladder is included. The kit's ordnance includes some of the latest weapons: AIM-120 AMRAAMs, AIM-9X Sidewinders, JDAM, and Mk. 83 iron bombs. Other external equipment includes a large center-line fuel tank and a FLIR pod.

Building the cockpit was straightforward. You get several options on the instrument panel. You can paint the raised gauge detail, or you can sand it off and choose a decal, one with the display panels "turned on" or one with blank screens.

I like the deep intake trunks with the turbine faces at the rear, but the intake subassemblies fit poorly to the fuselage. Gap-filling super glue and sanding was necessary. They also left large longitudinal gaps along the insides of the main gear bays, but I didn't try to fix them. The main gear bays have loads of "spaghetti" detail, and they look great after the application of a dark-gray wash.

The upper and lower fuselage halves include most of the wing and are molded with the flaps in the raised position. The fit is OK, but the seam that runs spanwise through the bottom surface of the flaps needs to be cleaned up. The outer wing panels are molded separately but do not include wing-fold hinge detail.

The four-piece nose assembly had a little clearance problem at the forward edge of the cockpit coaming. This also complicated the fit of the clear windscreen, so test fit and sand until you get a tight fit.

The landing gear is superbly detailed. An interesting touch: The long nose-gear bay door is molded clear. You mask the long skinny vent area inside and out, paint the door, then apply a decal for the vent screen. It looks great!

All the underwing items worked out fine except for the fit of the FLIR mount. I decided to leave it off. Note that the wing pylons angle out about three degrees, and that is correct. Painting the JDAMS was challenging. I hand-brushed the stabilizer fin girdle instead of trying to mask its complicated shape.

The decal sheet is well printed and includes both high-vis "CAG bird" and standard low-vis versions of VFA-14 "Tophatters" markings. Even after a gloss coat, some of the decals silvered.

After 30 hours, my new Super Hornet looks ready for a strike mission. You should have a little experience with fit problems so you can adequately handle the minor building challenges presented by Revell's "Super Bug."

– Tom Foti

Conclusion

Hasegawa's advantages (better fit, easier construction, poseable control surfaces, and crew figures) are countered by Revell's (better interior details and larger selection of ordnance). The ultimate Super Hornet model can likely be made by combining parts from both kits. But many modelers may have to consider cost, where three Revell kits can be had for the price of one Hasegawa.

– Paul Boyer

Lancaster B Mk.I/ Mk.III

Kit: No. E23
Scale: 1/72
Manufacturer: Hasegawa, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $59.95
Comments: Injection-molded, 292 parts (4 vinyl), decals
Pros: Excellent fit, great details, wing spars make sturdy model, fine clear parts and decals
Cons: Minor errors in decals and instructions

The Avro Lancaster is the perfect subject for Hasegawa's return to producing 1/72 scale heavy bombers. This excellent kit has fine recessed panel lines, and the parts breakdown indicates other variants to come (a "dam buster" has been announced). Options include three markings schemes, two types of propellers, alternate clear parts, ventral radome, and clear wingtip lights. It's engineered so all the clear parts can be attached after painting, preventing masking headaches.

The cockpit has suitable molded-in detail, with decals for the instrument panel. The extended cockpit deck serves as the bomb bay roof and center structure for the sturdy wing-spar assembly.

Despite having nearly 300 parts, the kit goes together with no problems. Those 16 little bumps on the wing leading edges aren't sprue nubs; they're the cable cutter heads, and they make sanding the seam, well, interesting. Masking over them is also a challenge. The wings slide onto their spars and fit into fuselage mortises with no gaps. All four engine nacelles have separate radiator cooling-air exit ducts, and assembling everything into the outboards was a tight fit.

The main landing gear is done beautifully and includes "weighted" tires and an anti-shimmy, dual-contact tail-wheel tire.

The clear parts are outstanding in clarity and fit, and all sprue attachment points are located so the parts won't be marred by their removal. The turrets have simplified gun mounts but look great when finished. The bomb bay holds 18 200-pound bombs and one 4,000-pound "cookie" bomb, and the correctly contoured bay doors may be posed open or closed.

The decal sheet features two No. 467 Squadron aircraft, coded PO•V and PO•S, with the latter in both its early and late guise. All decals were thin, right on register, and fit well with no setting solution required. There were two minor decal errors, the omission of the R in "Reich" from the nose art of PO•S and four black dots for access panels on the horizontal stabilizers. I scrounged the R from my spares box but opted to overlook the four missing dots.

The instruction sheet in my sample had a couple of errors, one specifying the wrong part numbers for the rear turret fairing, but this has been corrected by Hasegawa in later releases of the kit.

I spent 32 hours on my Lancaster but only because of the large number of parts and the magnitude of the project. The model goes together virtually trouble-free, despite its size and depth of detail. Boy, my wait for this kit was worth it – I enjoyed it from start to finish.

– Walt Fink

Russian KV-2 tank

Kit: No. 00312
Scale: 1/35
Manufacturer: Trumpeter, from Stevens International, 856-435-1555, www.stevenshobby.com
Price: $24.95
Comments: Injection-molded, 279 parts (2 vinyl, 1 wire), decals
Pros: Good external detail, overall good fit, choice of vinyl or injection-molded tracks
Cons: Ejector-pin marks in track links, no interior details

Trumpeter's new line of Soviet KV tanks includes the KV-II reviewed here and a KV-1 that uses many of the same basic parts. Trumpeter's parts show excellent surface detail, especially the execution of the welded seams. The inclusion of injection-molded link-and-length tracks with the sag molded into the upper run is a first for Trumpeter. For those who prefer, a set of one-piece vinyl tracks is provided. Sadly, the injection-molded tracks have ejector-pin marks on the inside faces.

You can pose all of the hatches open or closed, but no interior parts are provided. Trumpeter provides soft, twisted, copper wire for the tow cable. A small decal sheet provides simple white slogans ("For Stalin") for the sides of the turret. No figures are included.

The lower hull box has separate side panels that attach to it, allowing Trumpeter to use the same basic hull for different variants. Most of the main hull parts fit well, but I had to apply a clamp to the rear when installing part C4. A small sink mark on the rear of each side panel was filled with a couple of applications of Mr. Surfacer 1000. The kit provides early style steel-rimmed road wheels. I left off the wheels and drive gear until painting was done. The fenders are supplied as separate pieces with thin fender brackets. It was possible to dry-fit the fenders for painting but then remove them for installing the tracks.

Assembly of the turret is made easy by the large one-piece main casting. The rear hatch can be assembled so it operates. The kit provides a segmented gun barrel, of which I cannot find in any pictures.

I airbrushed my KV first with Polly Scale Pullman green then shaded all the major panels with lightened Tamiya olive green. I applied the decals over a coat of Future and then blended them into the overall finish with Polly Scale clear flat.

Pictures of KV-II's with hand-painted slogans on the turret are rare (they were a big enough target as is), but it helps to break up the large expanse of olive green.

Though I used the injection-molded tracks, I test fitted the vinyl ones and found that both fit well. The plastic tracks were easy to install.

The finished model matched exactly the dimensions from the website, "The Russian Battlefield" (www.battlefield.ru/index.html). It took me about 12 hours to finish my model. The KV-II kit is easy to build and looks great.

– John Pizzak

IJN *Mikasa*

Kit: No. 40021
Scale: 1/350
Manufacturer: Hasegawa, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $99
Comments: Injection-molded, 420 parts, decals, printed poster, commemorative coin, 54mm metal figure of Adm. Togo
Pros: Excellent detail throughout, great subject, accurate dimensions, nicely molded, bonus items
Cons: Many small, fragile parts, small display base

The IJN *Mikasa* is to Japan what the HMS *Victory* is to England or the USS *Constitution* is to America. The *Mikasa* was the flagship of Adm. Togo at the Battle of Tsushima (also known as the Battle of the Japan Sea) in 1905, where the Imperial Japanese Navy destroyed a numerically superior Russian fleet.

Hasegawa has long been known for 1/700 scale waterline ships. The release of the *Mikasa* marks the first time Hasegawa has released a ship model in 1/350 scale.

The box is well packed, and each gray sprue is individually bagged. Also included in this commemorative first-issue of the kit is a print of Adm. Togo, a commemorative silver coin, and a 54mm metal figure. Random boxes will include a gold coin in place of the more-common silver.

The hull is nicely molded in port-and-starboard halves with no flash or ejector-pin marks. The hull assembly required only a spot of putty on the keel and light sanding with 400- and 600-grit paper. I glued the bulkheads in place and attached the deck with no problems.

I sprayed the wooden deck area with Testor Acryl Desert Storm yellow, allowed it to dry, masked the deck, then sprayed Testor Acryl dark gull gray over the upper hull and fittings. I also sprayed each of the sprues to speed up the assembly. The lower hull, prop skegs, and rudder were sprayed Testor Acryl anti-fouling red.

Assembly of the forward and after superstructure and gun deck was straightforward. The parts fit nicely, and the instructions were concise.

This kit has an abundance of small parts, and it's inevitable that some will be lost in your carpet, so exercise caution.

The kit-supplied plastic railings were cumbersome, so I left them off. Once the main components of the model were assembled and painted, I started adding the smaller detail parts to the deck and hull sides. I attached the assembled masts last since I knew they could be damaged during construction.

After the model was assembled, I gave the gray areas of the hull and superstructure a black wash. I allowed it to dry before I started dry-brushing with Vallejo medium gray paint.

The screws and prop shafts were painted with Testor Metalizer brass and attached to the hull.

I decided not to use the kit-provided display stand since it was too narrow. Instead, I drilled holes

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into the keel of the model and attached it to a wooden base with screws and brass lamp finials. The wider base provides sufficient room to display the commemorative coin and 54mm figure of Adm. Togo.

The Hasegawa 1/350 scale *Mikasa* is one of the finest ship models I've ever built. The ease of construction, superb engineering, and detailed instructions are only slightly offset by the number and fragility of the small parts.

–Jeff Herne

Kawanishi N1K1-Ja Shiden (George)

Kit: No. JT89
Scale: 1/48
Manufacturer: Hasegawa, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $28.95
Comments: Injection-molded, 93 parts (4 vinyl), decals
Pros: Excellent fit, excellent detail, good decals
Cons: Engine has only a single row of cylinders

Arguably one of the best single engine fighter/interceptors of World War II, the Shiden was a land plane adaptation of Kawanishi's Kyofu ("Rex") seaplane fighter. Called "George" by the Allies, it had combat flaps that could be deployed for a tighter turn. The Ja variation (cowl guns deleted) was ordered for service with the Japanese Naval Air Force in November 1944.

The gray and clear plastic parts, crisply molded with scribed and raised panel lines, are flash free, but some have mold seam lines that need removal. The cockpit is fully detailed with rudder pedals, control column, seat, bulkheads, and side consoles, but there is no seat harness. You can paint the raised detail on the instrument panel or use a decal. I like the fact that the entire cockpit can be installed through the opened bottom of the fuselage before adding the wing.

It appears that Hasegawa will also issue a Jb version, as different wing guns, horizontal stabilizers, gunsight, and shell-ejector panels are molded separately.

While the kit engine has only a single row of cylinders, you probably wouldn't be able to see the back row if it was provided. Details such as separate oleo scissors and gear-door struts are especially nice. Don't forget to drill holes for mounting the auxiliary fuel tank and for the optional cockpit-access steps. Tiny ledges engraved in the fuselage behind the cockpit are provided to position the canopy open – an appreciated feature.

I hand mixed Floquil colors for the exterior and Testor Model Master colors for the interior. The bottom color is SnJ Spray Aluminum. The decals were easy to apply with an application of Micro Sol.

As a result of Hasegawa's excellent engineering and molding, I spent only 15 hours on this model. Anyone who can handle painting a two-color exterior can successfully complete this kit.

–Al Jones

Lockheed XFV-1 Salmon

Kit: No. 72007
Scale: 1/72
Manufacturer: Valom, from Squadron Mail Order, 972-242-8663, www.squadron.com
Price: $32.98
Comments: Injection-molded, 72 parts (10 photoetched, 2 vacuum-formed canopies, 1 photo-film panel), decals
Pros: Interesting subject, excellent photoetched parts, good decals, handy color chart
Cons: Poor fit, lack of alignment tabs, vague placement instructions

Lockheed's XFV-1 "Salmon" and Convair's XFY-1 "Pogo" were both mid-1950s experiments in prop-jet-powered vertical takeoff shipboard fighters. Although both flew, neither flew well; landing was the biggest problem. Neither went into production.

Valom's Salmon is a nice model of this machine, but you will need patience to assemble it. Molded in gray plastic, the flash-free parts have uneven recessed panel lines. The cockpit features a fine photoetched seat harness and rudder pedals. It looks good, but the cockpit doesn't fit due to asymmetrical fuselage halves. I had to do a lot of scraping and sanding, along with cutting notches to fit the instrument panel.

The exhaust shroud is undersized and was difficult to hold in place. I added sheet styrene inside the fuselage to reinforce it. The propeller went together smoothly. It's designed to allow the prop to spin, but it's not geared for counter-rotation, so I glued it in a fixed position. Don't mix up the upper and lower blades, or you will have fit problems.

Valom's plastic is relatively soft, so I used liquid cement on all flying surfaces and filled the seams with super glue for added strength. The flat inboard wall of the ventral intake didn't fit the curve of the fuselage, so more scraping was in order. Drilling holes in the tail pods to accept the landing gear requires care, as does sanding the out-of-round individual struts. Valom also provides the alternate add-on landing gear used for horizontal take off, if you want to use it.

The kit has two vacuum-formed canopies, and I needed both. The frames are barely noticeable. Before painting them, I made frames from tape, masked the remaining clear areas, removed the tape framing, and painted. The finished canopy didn't fit the fuselage well. It would be better to glue the canopy on early and blend in with filler before painting.

Valom's decals were thin but easy to move, and they snuggled down without any setting solution. I decided to go with gray instead of red for the prop spinner and wing-tip tanks.

It's nice to have a kit of this unusual aircraft, but Valom's is not for the beginner. Fitting the interior parts and working with the canopy require experience. I enjoyed building it though, and after 35 hours, was pleased with the result.

–Phil Pignataro

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Kit: No. 7260
Scale: 1/72
Manufacturer: Dragon, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $9.95
Comments: Injection-molded, 120 parts, decals
Pros: Great detail, positionable hatches, glueable one-piece tracks, easy to build
Cons: Styrene tracks too long, holes in bottom of hull

Dragon has added the last version of the Sturmgeschutz to its 1/72 scale lineup. It features scribed tread plates, separate tools, remote-controlled machine gun, three-piece road wheels, and a set of national markings. The all-color-photo instructions include exploded-view diagrams, parts maps, and color and marking directions. I noticed the paint chart now includes Testor Model Master enamel color numbers in addition to the usual Gunze Sangyo lines.

Two holes mar the centerline of the bottom of the hull. These are likely for use in mounting factory-painted (Can Do) models to their package cases, but true modelers may want to cover them. The separate centers and tires made painting the road wheels easy.

Mounting the suspension and road wheels was straightforward. Test fitting the one-piece tracks, revealed too much sag. I removed two links per track, and this fixed the problem. These glueable tracks make adjustments like this easy.

Overall, the detail is good for this scale, even including the separately molded tools. The shield for the remote-control machine gun is thick, but anything thinner would be too fragile to handle.

I airbrushed the model with Floquil depot buff. All of the wood-handled tools were painted with Tamiya brown and a coat of Tamiya clear orange on top for a realistic look. Weathering was done with an oil wash.

My reference for this project was *Sturmgeschutz & Its Variants* by Walter J. Spielberger. The finished model scales close to published dimensions. It took only about 10 hours to finish. The great detail and easy-to-build construction means this model has a lot going for it.

– Tom Foti

Jim Forbes photo

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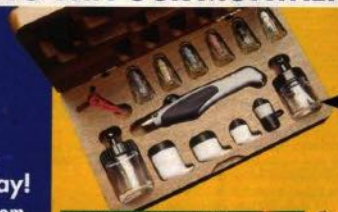

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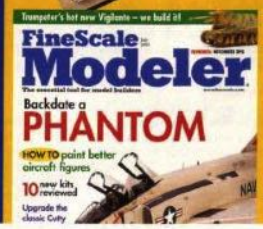

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Questions & Answers

A clinic for your modeling problems
Conducted by Paul Boyer

Putty problem

I'm putting together an old Monogram 1/48 scale F-106A, and I filled some gaps with Squadron White Putty. My problem is after sanding it to what I thought was smooth, I found, after painting, that it was indented. What went wrong?

– Eric Weinberg
Middletown, N.Y.

The nitrocellulous automotive body putties, such as Squadron Green Putty and White Putty, are not the best fillers for large areas. Putty shrinks as it dries, so you may have to apply several coats.

You may have to partially fill the gaps with scrap styrene and then apply a thin layer of putty. I like to use sheet styrene and gap-filling super glue over the top. Super glue does not shrink, and once it is sanded smooth, it will not be detectible under paint.

Out of the clear blue of the western sky comes ...

I want to make models of the aircraft flown by the 1950s TV character "Sky King." Can you tell me who makes kits of Cessna's T-50 Bobcat and 310?

– Stuart Barr
Tampa, Fla.

Povla, from the Czech Republic (available from Squadron Mail Order), makes a 1/72 glue kit of the Cessna Bobcat (T-50). The only glue kit of the Cessna 310 that I remember was the old Aurora kit, now a collector's item. It showed the later swept-tail design on the box art, but the kit had the straight tail. It was about 1/64 scale. The later years of the show featured both styles of the Cessna 310. For you TV nostalgia buffs, check out: http://members.cox.net/skykingtv/skyking.html.

Blue's blues

I can find some of the kits I need to make a 1/48 scale Blue Angles collection, but not all. Can you guide me?

– Chris Heller
Finksburg, Ala.

You can fill the holes in a 1/48 scale Blue Angel collection if you obtain Collect Aire resin kits of the F9F-8 Cougar and F11F Tiger. You might want to convert a Monogram F9F-5 Panther to a -2 (if you wanted to show both types they flew). You can use the ancient Lindberg F7U-1 Cutlass as one of the briefly highlighted show birds. Here are the rest of the Blues:
Hellcat (Hasegawa, Arii, Monogram)
Bearcat (Hobbycraft Canada/Academy, Testor/Hawk)
Phantom (Monogram, Hasegawa, Esci/Italeri)
Skyhawk (ProModeler/Hasegawa, Monogram)
Hornet (Hasegawa, Monogram)

Navy blues

Which Testor Model Master enamel colors correspond most closely to the "sea blue," "deck blue," and "haze gray" of U.S. Navy Measure 22 Camouflage in 1945?

– Tom Fort
Edinburg, Tex.

Testor doesn't make naval colors in its enamel line, but it has them in the water-based Acryl line. Polly Scale also carries naval colors.

The colors you need for Measure 22 are 5-N navy blue, 5-H haze gray, and 20-B deck blue. The Testor Acryl colors represent the pre-December 1944 "purple blue" color mixes. After that time, the Navy switched to neutral grays but still used the same color codes.

If you want enamels, try White Ensign colors: www.whiteensignmodels.com.

– Jeff Herne

So what is 54mm?

I have a model that's labeled 54mm scale. I know that in 1/32 scale 1 inch equals 32 inches. So then what does 54mm represent? Is it 54mm equals 1 meter?

– Michael Klein
Lees Summit, Mo.

It's a scaling system that equates 54mm to 5' 9", the average height of a man. It works out to be around 1/32 scale, but obviously some men are taller than others. You can feel comfortable using 54mm figures with 1/32 aircraft and 1/35 armor.

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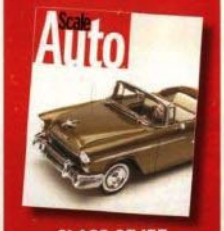

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Coming Events

Modeling meeting places and times

Arizona

Phoenix, Jan. 27-28. 2nd Annual Papago Military Vehicle/Figure Contest, Papago National Guard Base. Contact Avalon Books and Hobbies, 3510 N. Scottsdale Rd., Tempe, AZ 85281; avalonwarbooks@aol.com; 480-994-2263.

California

Buena Park, Nov. 13. 75th Kit Collector's Exposition and Sale. For more information, contact Edie Keller, kitcollectorsshow@yahoo.com, 714-826-5218. Send SASE to Kit Collector's Expo, P.O. Box 38, Stanton, CA 90680.

San Diego, Jan. 29. IPMS Model Expo Contest and Kit Fair. For more information, contact Jose Gonzales, jgonzales42@cox.net, 760-430-3005. Visit www.ipmssd.org.

Ventura, Feb. 26. ModelFest 2006, Fairgrounds/ Seaside Park, 10 West Harbor Blvd. For more information, contact Vernon Morseman or Stuart Mackie, 805-658-8138.

Buena Park, March 19. 76th Kit Collector's Exposition and Sale, UFCW Union, 8550 Stanton Ave. For more information, contact Edie Keller, P.O. Box 38, Stanton, CA 90680; kitcollectorsshow@yahoo.com; 714-826-5218.

Buena Park, July 23. 77th Kit Collector's Exposition and Sale, UFCW Union, 8550 Stanton Ave. For more information, contact Edie Keller, P.O. Box 38, Stanton, CA 90680; kitcollectorsshow@yahoo.com; 714-826-5218.

Buena Park, Nov. 12. 78th Kit Collector's Exposition and Sale, UFCW Union, 8550 Stanton Ave. For more information, contact Edie Keller, P.O. Box 38, Stanton, CA 90680; kitcollectorsshow@yahoo.com; 714-826-5218.

Illinois

Dorien, Nov. 12. 23rd IPMS O'Hare Open Contest and Swap Meet, Lakeview Jr. High School, 701 Plainfield, Rd. Contact John Wendt, jwend3001@aol.com, 630-969-9016 between 6 p.m. and 9 p.m.; Paul Milam, jepilotpaul@aol.com, 630-983-6702 between 10 a.m. and 9 p.m. Visit home.att.net/~b-ohare.

Tinley Park, Dec. 4. Tri-State Collector's Toy Show, Tinley Park High School, 6111 W. 175th St. Contact Jim, unieventsl6@aol.com, 262-246-7171. Visit www.uniqueeventsshows.com.

Kentucky

Louisville, Nov. 12. 21st Annual Model Car Swap Meet and Contest. For more information, contact Bill Singleton, 502-964-9309.

Maine

Biddeford, Apr. 29. DownEastCon, Rochambeau Club, 329 South St. Contact Ron Garland, high52@metrocast.net, 207-324-3117.

Maryland

College Park, Dec. 3. ModelFest HolidayCon Plastic Modeler's Flea Market, Holiday Inn, 10000 U.S. Route 1. Contact ModelFest, 2406 Fortson St., Gulfport, MS 39503; malamutant@cableone.net; 228-832-5208. Visit www.modelfest.info.

Massachusetts

South Attleboro, Nov. 6. Baycon 2005, Knights of Columbus Hall, Route 123 W. Contact Robert Magina, treadhead@comcast.net, 508-695-7754.

Dedham, Nov. 20. Holiday Greater Boston Antique and Collectible Toy Show, Holiday Inn. For more information, contact Mrs. Devlin, 508-379-9733. Visit www.bostontoyshow.com.

Michigan

Livonia, Nov. 5. Panzerfest 2005 Allied Victory: June of 44 to August of 45, 19801 Farmington Rd. Contact Mark Klotchko, glpo@ic.net, 248-473-8506; John Napolitan, j.napolitan@worldnet.att. Visit www.discountmodels.com.

Novi, Dec. 30-Jan. 1. Toy and Hobby Expo 2005/06, Expo Center, 46100 Grand River Rd. Contact R.E. Promotions, Inc., P.O. Box 6094 Plymouth, MI 48170; 734-455-2130.

New Jersey

Runnemede, Nov. 5. Devilcon 2005, Holiday Inn, 109 9th Ave. Contact devilcon@comcast.net.

Runnemede, Dec. 4. ModelFest HolidayCon Plastic Modeler's Flea Market, Holiday Inn, 109 9th Ave. Contact ModelFest, 2406 Fortson St., Gulfport, MS 39503; malamutant@cableone.net; 228-832-5208. Visit www.modelfest.info.

Wayne, Apr. 8. Mosquitocon 2006, Police Athletic Hall. For more information, contact Tom Vandermark, tomboo1@optonline.net, 732-525-1034; Gary Kingzett, gkingzett@optonline.net, 201-489-7993. Visit www.njpms.org.

New Mexico

Albuquerque, May 5-6. Chile-Con Region 10 Contest, MCM Elegante Hotel, 2020 Menaul NE. For more information, contact Jim Guld, jamesgudd@cybermesa.com, 505-982-3089; Tom Perea, indyf1615@aol.com, 505-897-4778. Visit www.hobbies-n-stuff.com/asmweb.htm.

New York

Freeport, Nov. 19. Miniature Model Show, Freeport Recreation Center, 130 E. Merrick Rd. Contact LIHMCS, P.O. Box 118, Wantagh, NY 11793; lihmcs@optonline.net.

North Carolina

Fayetteville, Nov. 12. IPMS/Lafayette Scale Modelers' Club, Kiwanis Recreation Center, 352 Devers St. Contact Mike Kloppenburg, clkloppenburg@ncc.rr.com, 910-822-4172.

Ohio

Kirtland, Nov. 6. Cleveland Model Show 9, Kirtland High School, 9150 Chillicothe Rd. For more information, contact Jim Major, 3521 Antisdale Rd., Cleveland Heights, OH 44118; innovatk@ix.netcom.com, 216-371-0238; or Doug Halke, 4967 Garrett Dr., North Ridgeville, OH 44039; dhalke@loraincounty.net; 440-327-0165. Visit www.loraincounty.net/halke/cms9.

Columbus, Feb. 18. 2006 Spring Invitational BlitzardCon, Aladdin Shrine Center, 3850 Stelzer Rd. For more information, contact Greg Harring, ipmscolumbus@wowway.com. Visit www.ipmscolumbus.org.

Pennsylvania

Smithfield, Nov. 6. Potbelly Gang Model Show and Convent. Contact Brian Corcoran, 724-887-8255.

Monroeville, Dec. 3-4. Pittsburgh Toy, Comic, and Childhood Collectibles Show; Expomart, 105 Mall Blvd. Contact Orangestone Promotions, Inc., 456 Old Farm Lane, Johnstown, PA 15904; orangestone@aol.com; 814-467-1500. Visit www.pittsburghtoyshow.com.

South Dakota

Rapid City, Feb. 18-19. 38th Annual Model Contest, Quality Inn. For more information, contact Jerry Norton, jnorton@rap.midco.net, 605-342-6804 Monday-Friday between 6 p.m. and 9 p.m.

Tennessee

Bartlett, Feb. 25. KING-CON XII - Coming Home from War, Bartlett Station Municipal Center, 5868 Stage Rd. Contact John Mahaffey, 3448 Hadley Rd., Memphis, TN 38111; 901-458-8511 after 6 p.m. central time.

Cookeville, March 11. 22nd Annual Middle Tennessee Modelers' Association Scale Plastic Model Show and Contest. Contact Glenn Rice, 931-432-4513 10 a.m. to 2 p.m.; Jerry White, mtnmusmodelclub@yahoo.com, 931-238-7450. Send #10 SASE to MTMA, 2568 Nova Circle, Cookeville, TN 38501.

Texas

San Antonio, Feb. 18-19. ModelFiesta 2006, Live Oaks Civic Center, 8108 Pat Booker Rd. Contact John O'Brien, mfdirector@alamosquadron.com. Visit www.alamosquadron.com.

Austin, Apr. 29. Scale Model Show 2006, Crockett Center, 10601 N. Lamar Blvd. For more information, Contact Kathy or Kenny Ready, asmsvendors@swbell.net, 512-260-2937; Jeff Forster, jrforster2@aol.com, 512-331-4644.

Virginia

Lynchburg, Nov. 12. 7th Annual Blue-Gray Renegade's Box-Stock Rock. Contact Robert Doss, SRchevy8@digitechgroup.net, 434-369-2047. Visit www.bluegrayrenegades.netfirms.com.

Washington

Port Townsend, June 3. Peninsula Model Show and Contest 2006, Bldg 204 Fort Worden State Park. For more information, contact Larry Speelmus, larry234@olypen.com; Rich Sullivan, rjs@rjsproducts.com. Visit www.nopms.net.

Wisconsin

Hubertus, Nov. 5. 5th Annual Wisconsin Benefit Model Show. Contact Jim Belanger, 262-628-2800. Visit www.hobbydepotamerica.com.

Milwaukee, Nov. 6. The Scale Auto Hobby and Toy Show, American Serb Hall, 5101 West Oklahoma Ave. For more information, contact Jim, unievents16@aol.com, 262-246-7171. Visit www.uniqueeventsshows.com.

Madison, Feb. 24-25. ModelFest 2006, Radisson Inn, 517 Grand Canyon Dr. Contact Mike Recklies, 704 Grace St., Verona, WI 53593; phantomhobbies@yahoo.com; 608-845-7699.

Belgium

Bissegem-Kortrijk, March 25-26. IPMS Moorsele, OC De Neerbeek. Contact P. Debaere, Wulpendammestraat 35, 8630 Veurne, Belgium, filsott@pandora.be, +32 58 31 73 58.

Canada

Toronto, ON, Nov. 12. Ontario Model Soldier Society's Annual Show and Competition, Royal Canadian Legion Branch #101, 3850 Lakeshore Blvd. For more information, contact Paul Aitchinson, paitchison000@sympatico.ca. Visit www.omss.ca.

Granby, PQ, March 19. 9th Annual Friendly Meet Model Expo, Hotel "Le Granbyen", 700 Principle St. For more information, contact Daniel Gaillour, plaskit_resin@yahoo.com, 450-776-1936; Daniel Lynch, dan.lynch@videotron.ca, 450-922-3317.

Guatemala

Guatemala, Nov. 25-27. 5th National IPMS Convention, Edificio Anacafe, Salon El Atrio, 5ta Calle 0-50 zona 14. Contact Carlos Escalante, 502-5318-5129; Jose Dardon, 502-5978-2925.

Puerto Rico

Cagues, Nov. 6. 3rd Caribbean Scale Auto Expo, Sola Bezares Coliseum, Rd. 156. Contact Miguel Barbosa, smallworldofmb@yahoo.com, 787-746-0889, 787-364-8702. For more information, visit www.smallworldofmb.com.

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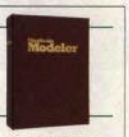

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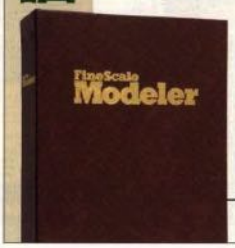

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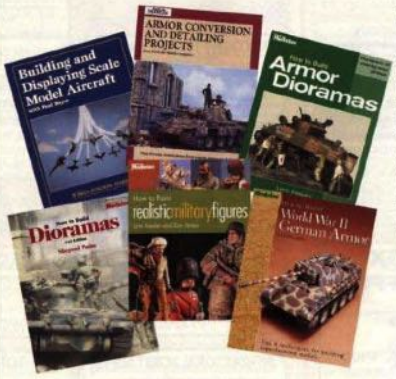

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French Ministry of Defense photo

Corsairs in French service

At the end of World War II, the Vought F4U Corsair was serving as a front-line fighter with several countries, including the U.S. Navy and Marine Corps, the British Fleet Air Arm, and with Australian and New Zealand Air Forces. By the late 1940s, the rebuilding French navy needed a front-line fighter to operate from its carriers, *Arromanches*, *Bois-Belleau*, and *Lafayette*.

In 1952, the F4U-7 was delivered to the French under terms of the Mutual Defense Assistance Program. It was the last piston-powered fighter aircraft to be produced in the United States.

The F4U-7, built specifically for the French Navy, completed the venerable Corsair line. The "Dash Seven" was essentially a re-engined version of the AU-1, the U.S. Marine Corps' ground-attack version of the Corsair. It was equipped with a Pratt and Whitney R-2800-18W two-speed, two-stage engine. In 1952 the French Navy took delivery of 94 F4U-7s, which were badly needed in French Indochina.

The French 14.F squadron transferred to Vietnam on April 17, 1954, but without its planes. The following day, the USS *Saipan* arrived with 25 war-weary AU-1s, originally assigned to the U. S. VMA-211. These aircraft were in a sorry state of repair, since they'd been flying combat missions over Korea. The 14.F squadron flew the AU-1 until its F4U-7s began arriving in early June 1953. They operated in support of French forces until the fall of Dien Bien Phu in May 1954.

Between 1953 and 1962, F4U-7 and AU-1 Corsairs were used by the French in other hot spots around the world, including Tunisia, Algeria, and the Suez. The last F4U-7s were replaced on Oct. 1, 1964. The French 12.F squadron exchanged its Corsairs for the Vought F-8 Crusader on that day, the last Corsair squadron in the French Navy to do so. Today, several F4U-7s and AU-1s remain in museums and in the hands of private collectors. **FSM**

Modeling the F4U-7 and AU-1

F4U-7
1/48 scale – Hasegawa, Heller, Pend Oreille, Revell Germany
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AU-1
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